Cabinet

Agenda

| 23rd February 2006 |

The Cabinet will meet at the **SHIRE HALL, WARWICK** on **THURSDAY, 23RD FEBRUARY 2006 at 1.45 P.M.**

The agenda will be :

1. **General**

    (1) Apologies for absence.

    (2) Members' Disclosures of Personal and Prejudicial Interests.

    Members are reminded that they should disclose the existence and nature of their personal interests at the commencement of the relevant item (or as soon as the interest becomes apparent). If that interest is a prejudicial interest the Member must withdraw from the room unless one of the exceptions applies.

    Personal interests relating to any item on the agenda arising by virtue of the members serving as District/Borough councillors and as members of the Warwickshire Police Authority are declared below:

    Councillor Alan Cockburn, Member of Warwick District Council.

    Councillor Peter Fowler, Member of North Warwickshire Borough Council.

    Councillor Colin Hayfield, Member of North Warwickshire Borough Council.

    Councillor Richard Hobbs, Member of Stratford on Avon District Council and the Warwickshire Police Authority.

    Councillor Jerry Roodhouse, Member of Rugby Borough Council.

Councillor Chris Saint, Member of Stratford on Avon District Council.

Councillor Izzi Seccombe, Member of Stratford on Avon District Council and the Warwickshire Police Authority.

Councillor Bob Stevens, Member of Stratford on Avon District Council.

(3) Minutes of the meeting held on the 2nd February 2006 and Matters Arising. (For exempt items see later on the agenda).

(4) Requests for Discussion of En Bloc Items.

PART A - ITEMS FOR DISCUSSION AND DECISION (WHITE PAPERS)

2. Completion of the Local Public Service Agreement (LPSA2) 2006-2009

Report of the Strategic Director of Performance and Development.

Cabinet deferred this matter on 2nd February 2006. Subsequently, excellent progress has been made and provisional agreement reached with the Office of the Deputy Prime Minister on the overall content of the LPSA2 agreement. However, we are yet to receive the final version of the draft agreement from the Office of the Deputy Prime Minister. A final report will be distributed as soon as the draft Agreement has been received and considered. The final report will describe the progress that has been made, and give detailed information on the targets that have been provisionally agreed with central government.

Recommendations:

(1) That Cabinet supports and adopts the Local Public Service Agreement 2 (LPSA2) 2006-2009 on behalf of the County Council

(2) That Cabinet delegates authority to the Chief Executive to finalise and enter into LPSA2 on behalf of the County Council

For further information please contact: Nick Gower Johnson, County Partnerships Manager. Tel: 01926 412053, e-mail nickgower-johnson@warwickshire.gov.uk or Monica Fogarty, Head of Policy. Tel: 01926 412514, e-mail monicafogarty@warwickshire.gov.uk

3. Response to Consultation on the Future of Local Strategic Partnerships.

The report of the Strategic Director of Performance and Development.

This paper summarises the current ODPM Consultation on the future of Local Strategic Partnerships. The paper contains a draft County Council

response to the specific questions raised within it. The consultation is taking place at a highly relevant time and coincides with our early work on the development of the Local Area Agreement and the partnership and governance issues that this raises.   The Cabinet is asked to consider and comment upon the draft response which will then, subject to any amendments, be forwarded to ODPM prior to the consultation deadline of 3rd March 2006.

Recommendations:

(1)   That the Cabinet authorise the Strategic Director for Performance and Development to forward the response to the Office of the Deputy Prime Minister and Warwickshire Members of Parliament

(3)   That the response be signed by the Cabinet portfolio holder and the other political group spokespersons.

For further information please contact: Nick Gower Johnson, Strategy Unit. Tel: 01926 418029, e-mail: jeffmarlow@warwickshire.gov.uk

4.   Fairer Charging – Care at Home Services

The report of the Interim Director of Adult Social Care.

This report is in response to advice contained in the performance assessment report from CSCI and the 2004/05 Strategic Review of Older People and sets out a proposal for a revised charging policy options as a basis for consultation.

Recommendations

That Cabinet:

(1)   Notes the issues highlighted by the Commission for Social Care Inspection regarding the Council's existing approach to care at home charges.

(2)   Approves the proposed revised charging policy options as a basis for a statutory consultation exercise.

(3)   Notes that the feedback from the consultation exercise and a recommended revised charging policy will be reported to a future meeting of Cabinet.

(4)   Invites the relevant scrutiny committee to consider the consultation response and advise on further progression of the revised charging policy framework.

For further information please contact: Martin Jones, Head of Resources Management. Tel: 01926-412083, e-mail: martinpjones@warwickshire.gov.uk

5.   **Fair Access to Care Services (FACS) - A Well-Being Threshold**

The report of the Interim Director Adult Social Care.

The paper builds on earlier work considered through the scrutiny process and proposes that the eligibility threshold for Adult Social Services, as set out in the FACS Framework, should be modernised to embrace the well-being agenda being pursued by Government. The implementation would be project managed in line with available resources determined through the Council's corporate budget process.

Recommendations

That the Cabinet:

(1)   Approves the proposed changes to Fair Access criteria as submitted to enable the Council to develop, in partnership where appropriate, a co-ordinated low intensity support service,[A Bit of Help] with special reference to older people,

(2)   Invites the Adult and Community Overview and Scrutiny Committee to monitor the development and implementation of new arrangements for low intensity support and advise Cabinet on progress as appropriate

(3)   Notes the financial implications of change and the ability to meet them within relevant approved budgets for 2006/07.

For further information please contact: Michael Hake, Interim Director of Adult Social Care. Tel –01926 412198, e-mail michaelhake@warwickshire.gov.uk

6.   **The County Council's Response to Government Consultation on Planning Gain Supplement.**

The report of the Strategic Director of Environment and Economy.

Recommendation

That Cabinet supports the principle of planning-gain supplement and the proposed responses to consultation set out in this report.
For further information please contact: Jasbir Kaur, Manager
Tel. 01926 412170, e-mail jasbirkaur@warwickshire.gov.uk

7.   **Rokeby Primary Schools**

The report of the Strategic Director for Children, Young People and Families.

Local members – Councillors Ian Smith and John Vereker .

This report seeks approval in principle to the proposal to amalgamate Rokeby Infant School and Rokeby Junior School and authorisation that further consultation be undertaken on a revised proposal.

Recommendation:

That the proposal to amalgamate Rokeby Infant School and Rokeby Junior School be approved in principle and that further consultation be authorised on a revised proposal to base the resultant primary school on the site of the existing infant building.

For further information please contact: Mark Gore, Assistant County Tel: 01926 412887, e-mail: markgore@warwickshire.gov.uk
or: Phil Astle, Education Officer. Tel: 01926 412820, e-mail: philastle@warwickshire.gov.uk

8. **Warwickshire Local Transport Plan 2006**

The report of the Strategic Director of Environment and Economy

The County Council has a statutory responsibility to produce a Local Transport Plan (LTP). The LTP sets out the County's Transport Strategy, and provides the framework for how transport and accessibility will be improved across Warwickshire over the next five years. The County Council submitted a Provisional LTP to the Department for Transport in July 2005. A Final version of the Plan has been prepared following a public consultation held during Autumn 2005.

The Cabinet is invited to endorse the proposed response of the Authority to the concerns and issues raised by consultees, and endorse the Final Plan to the Council for formal adoption.

Recommendations
That the Cabinet:

(1)   Notes the results of the public consultation on the Provisional Local Transport Plan (LTP), and approves the proposed response of the County Council to the issues and comments raised in the consultation.

(2)   Recommends that Council adopts the Final LTP (including any minor modifications proposed to them by the Strategic Director of Environment and Economy).

(3)   Supports the inclusion of Virtual Bank and Prudential borrowing within the LTP Delivery Strategy as the proposed method of funding the introduction of Decriminalisation of Parking Enforcement (DPE) in Nuneaton and Bedworth, Rugby, Warwick and North Warwickshire Areas.

(4)   Supports the draft allocation of resources in the LTP Delivery Strategy subject to the inclusion in it of the additional statement in paragraph 6.5 of this report.

For further information please contact: Adrian Hart, Transport Planning Tel: 01926 735667, e-mail: adrianhart@warwickshire.gov.uk

PART B - ITEMS FOR EN BLOC DECISIONS (YELLOW PAPERS)

9.   Draft Regeneration and Competitiveness Strategy 2006-2010

The report of the Strategic Director of Environment and Economy.

The vision of the Department's new Strategy is "to create a sustainable and vibrant local economy which promotes employment and prosperity for all". It is based on three strategic objectives:-

- o   To improve the competitiveness of the local economy.
- o   To provide clear leadership and influence.
- o   To build community capacity to reduce social exclusion and embed sustainable regeneration.

Recommendation:

That Cabinet agrees with the draft Regeneration and Competitiveness Strategy 2006–2010 and recommends its adoption.

For further information please contact: Jeff Marlow, Strategy Unit Tel: 01926 418029, e-mail: jeffmarlow@warwickshire.gov.uk

10.   Adoption and Children Act 2002 – Special Guardianship

The report of the Strategic Director for Children, Young People and Families.

This report outlines the introduction of Special Guardianship Orders being introduced from 30th December 2005 as part of the Adoption and Children Act 2002. It proposes that Special Guardianship Orders provide for some children an appropriate permanency option in addition to Adoption and Residence Orders. It also proposes a policy that support to carers applying for a Special Guardianship Order mirrors the current schemes for Adoption and Residence Orders.

Recommendation:

That Cabinet agrees a policy to introduce support, including financial assistance, for Special Guardianship Orders that complements the existing schemes for adoption allowances and Residence Order allowances to enable some children and young people to be secured in permanency placements with their carers.

For further information please contact: Chris Hallett, Head of Children's Services. Tel: 01926 412494, e-mail: chrishallett@warwickshire.gov.uk

11. Licensing Act 2003

The report of the Director, Libraries, Heritage & Trading Standards.

The duty to enforce the provisions of the Licensing Act 1964 was previously delegated to the Trading Standards Service. As this legislation has now been revoked, to discharge the Council's duty efficiently, the responsibility for the enforcement of sections 146 and 147 of the Licensing Act 2003 should be delegated to an appropriate Head of Service/Chief Officer and the Council's constitution amended accordingly.

Recommendation

That the Director of Libraries, Heritage and Trading Standards or his/her nominee be authorised to exercise the functions of the County Council in relation to offences concerning the sale of alcohol to children under the Licensing Act 2003 and that the Director of Performance and Development be requested accordingly to amend Paragraph 13 of Part 6, Section, Part 2 of the Constitution by replacing references to provisions of the Licensing Act 1964 with references to sections 146 and 147 of the 2003 Act.

For further information please contact: Adrian Levett, Head of Trading Standards. Tel: 01926 414059, e-mail: adrianlevett@warwickshire.gov.uk

12. Food Standards Agency Audit Report

The report of the Director, Libraries, Heritage & Trading Standards.

The Food Standards Agency has recently conducted an audit of the Food Standards work conducted by the Trading Standards Service. The report was complimentary about the broadly based work in Warwickshire that involved stakeholders at many stages. No improvement plan was necessary.

Recommendation

(1)   That the Cabinet agree the Trading Standards Service aims and objectives for Food Standards remain current and appropriate.

(2)   That the Trading Standards Service and in particular those who have contributed to the Food Standards work are congratulated on the FSA audit result.

For further information please contact: Adrian Levett, Head of Trading Standards.   Tel: 01926 414059, e-mail: adrianlevett@warwickshire.gov.uk

13.   Corporate Governance Audit 2005

The joint report of the Strategic Director of Performance & Development and Strategic Director of Resources.

This report summarises the outcomes of the Corporate Governance Audit 2005 and makes recommendations about the action to be taken.

Recommendation

That the views of the Corporate Services Overview and Scrutiny Committee and the Standards Committee are endorsed and in particular:-

(1)   That Cabinet approves the areas for improvement set out in the Draft Action Plan attached as Appendix 1 to the report.

(2)   That each Strategic Director prepares a Directorate Action Plan to address the areas for improvement identified in the 2005 Audit to set targets for improvement and reports on progress to the Corporate Services Overview and Scrutiny Committee and Standards Committee in 12 months time.

(3)   That the Corporate Services Overview and Scrutiny Committee receives an update report on the action plans at its meeting in November 2006

For further information please contact: David Carter, Strategic Director of Tel: 01926 412564, e-mail: davidcarter@warwickshire.gov.uk
or: Jane Pollard, Acting Head of Legal.   Tel: 01926 412565, e-mail: janepollard@warwickshire.gov.uk

14.   Countryside Access and Rights of Way Improvement Plan
The report of the Strategic Director of Environment and Economy

To report on the results of the consultation exercise on the Draft Countryside Access and Rights of Way Improvement Plan and the proposals to modify the Plan for publication in April 2006.

Recommendation:

That Cabinet adopts the Countryside Access and Rights of Way Improvement Plan 2006- 2016 with amendments proposed within this report.
For further information please contact: Martin Fry, Countryside Recreation. Tel. 01926 413431, e-mail martinfry@warwickshire.gov.uk

15. **Birmingham International Airport Draft Master Plan: Towards 2030.**

The report of the Strategic Director of Environment and Economy

Following the Government's White Paper on the Future of Air Transport, which was published in December 2003, Birmingham International Airport (BIA) has published its consultation draft Airport Master Plan for 2030. This report sets out the County Council's proposed response to the consultation, particularly in terms of its implications for surface access to BIA.

Cabinet is invited to authorise that a formal response be made to the consultation based on these observations.

Recommendation:

That Cabinet authorises the Strategic Director of Environment and Economy to submit a response incorporating the points summarised in Section 5 of the report.

For further information please contact: Adrian Hart, Transport Planning Tel. (01926) 735667, e-mail adrianhart@warwickshire.gov.uk

16. **Review of Contract Standing Orders**

The report of the Strategic Director of Performance and Development

This report summarises the outcome of the phase 2 review of the Council's Contract Standing Orders and proposes amendments to be endorsed by Cabinet and to be approved by Council.

Recommendation

That Cabinet endorses the amendments proposed to Contract Standing Orders and Contract Standing Orders for Schools as set out in this report and recommends their approval by the County Council.

For further information please contact: Catherine Witham, Senior Solicitor
Legal Services. Tel: 01926 418167, e-mail
catherinewitham@warwickshire.gov.uk

17. **Irrecoverable Debts**

The report of the Interim Director of Adult Social Care.

Authority is requested to write off 39 irrecoverable debts, which the County Solicitor has advised he is unable to pursue any further.

For further information please contact: Philip Lumley-Holmes, Financial Services. Tel: 01926 412443, e-mail: philiplumley-holmes@warwickshire.gov.uk or: Ravi Virk, Head of Debt Tel: 01926 418657, e-mail: ravivirk@warwickshire.gov.uk

18. **Any Other Items**

To consider any other items that the Chair decides are urgent.

PART C - EXEMPT ITEMS (PURPLE PAPERS)

19. **Reports Containing Confidential or Exempt Information**
To consider passing the following resolution:

'That members of the public be excluded from the meeting for the items mentioned below on the grounds that their presence would involve the disclosure of confidential or exempt information as defined in paragraphs 8 and 9 of the Local Government Act 1972'.

(NB. Copies of extracts describing exempt information are available in Warwickshire Libraries, the County Council Handbook and the Access to Information Register held in my office).

20. **Exempt Minutes of the Meeting held on 12th January 2006 and Matters Arising.**

21. **Coleshill Parkway Transport Interchange - Approval to Enter Into a Partnership Agreement, Approval of the Scheme's Financial Aspects and Approval to Enter a Land Lease and Easement**

The report of the Strategic Director of Environment and Economy.
This report was not available in time for print with the agenda and will be circulated separately.

Local member - Councillor Peter Fowler

Final approval of Central Government funding for Coleshill Parkway Transport Interchange is anticipated imminently from the Department for Transport. In order for construction to commence and the scheme to operate, a partnership agreement and a land lease will be required.

For further information please contact: Lee White, Transport Planning Tel: 01926 735671, e-mail: leewhite@warwickshire.gov.uk

22. **Electrical Reactive/Planned Maintenance and Minor Improvement Work at County Buildings.**

Report of the Strategic Director of Resources.

A report to discuss the further extension of the Measured Term Contract

For further information please contact: Steve Smith, Head of Property Management. Tel: (01926) 412352, e-mail *stevensmith@warwickshire.gov.uk* or Clive Field, Quantity Surveyor. Tel: (01926) 418636, e-mail *clivefield@warwickshire.gov.uk*

23.   Southern Justice Centre Project / 1 and 2 Euston Square

This joint report deals with the criminal justice centres and land issues affecting the County Council

For further information please contact: David Carter, Strategic Director of Performance & Development. Tel 01926 412045, e-mail davidcarter@warwickshire.gov.uk   or Oliver Winters, Head of Finance, Resources Directorate. Tel: 01926   412441 ,e-mail oliverwinters@warwickshire.gov.uk

24.   Rugby Western Relief Road

The report of the Report of the Strategic Director of Environment and Economy.

Following the Public Inquiry into the Orders for the scheme this report sets out the recommendations from the Inspector's report and summarises the Secretary of State's decision on the Orders. It also highlights those issues where the Secretary of State is suggesting modifications to the scheme and is requesting further information from the County Council on these issues to enable him to make a final decision on the Orders. The report also proposes how the scheme should be progressed.

For further information please contact: Brian Follett Group Manager, Design Services. Tel. 01926 412094, e-mail brianfollett@warwickshire.gov.uk

JIM GRAHAM,
Chief Executive
Shire Hall,
Warwick
February 2006

Cabinet Membership

Councillor Alan Farnell **(Leader of the Council and Chair of Cabinet) (Policy and Governance),**
cllrfarnell@warwickshire.gov.uk

Councillor John Burton **(Schools),**
cllrburton@warwickshire.gov.uk

Councillor Alan Cockburn **(Corporate Services),**
cllrcockburn@warwickshire.gov.uk

Councillor Peter Fowler **(Family Services),**
cllrfowler@warwickshire.gov.uk

Councillor Colin Hayfield **(Adult and Community Services),**
cllrhayfield@warwickshire.gov.uk

Councillor Martin Heatley **(Environmental Services),**
cllrheatley@warwickshire.gov.uk

Councillor Richard Hobbs **(Community Safety),**
cllrhobbs@warwickshire.gov.uk

Councillor Chris Saint **(Economic Development),**
cllrsaint@warwickshire.gov.uk

Councillor Izzi Seccombe **(Children's Services),**
cllrmrsseccombe@warwickshire.gov.uk

Councillor Bob Stevens **(Performance Management),**
cllrstevens@warwickshire.gov.uk

Non-voting Invitees - Councillor June Tandy **(Leader of the Labour Group)** cllrmrstandy@warwickshire.gov.uk and Councillor Jerry Roodhouse **(Leader of the Liberal Democrat Group)** cllrroodhouse@warwickshire.gov.uk ,or their representatives.

General Enquiries: Please contact Pete Keeley, Member Services, Performance and Development Directorate Tel: 01926 412450 Email: petekeeley@warwickshire.gov.uk

Enquiries about specific reports: Please contact the officers named in the reports.

The Cabinet met at the Shire Hall, Warwick on the 2nd February 2006.

Present

Cabinet Members:

Councillor Alan Farnell (Chair) (Policy and Governance),
" John Burton (Schools),
" Alan Cockburn (Corporate Services),
" Peter Fowler (Family Services),
" Colin Hayfield (Adult and Community Services),
" Richard Hobbs (Community Safety),
" Martin Heatley (Environment),
" Chris Saint (Economic Development),
" Izzi Seccombe (Children's Services),
" Bob Stevens (Performance Management).

Non-Voting Invitees:

Councillor June Tandy, Leader of the Labour Group,
" Jerry Roodhouse, Leader of the Liberal Democrat Group.

Other Members:

Councillors Sarah Boad, David Booth, Ken Browne, Josie Compton, Michael Doody, Anne Forwood, John Haynes, Marion Haywood, Mick Jones, Frank McCarney, Helen McCarthy, Tim Naylor, Raj Randev, Sid Tooth and John Wells.

1.   General

(1)   Apologies

An apology for non attendance was received form Councillor Richard Grant.

(2)   Members' Disclosures of Personal and Prejudicial Interests.

David Carter advised members that the standard declarations shown on the agenda were personal declarations and each member would need to declare any prejudicial interests. Also the

standing declarations were for Cabinet members and the leaders of the two opposition groups and other members who were also members of district councils would still need to declare this at each meeting.

Councillor Richard Hobbs requested that, in future, standing personal declarations should be submitted in respect of those county councillors who were also members of the Warwickshire Police Authority.

The following members, who were members of the Borough/ District Councils indicated, declared personal interests in any matters affecting the relevant Borough/District Council:-

Councillor Alan Cockburn, Member of Warwick District Council.
Councillor Peter Fowler, Member of North Warwickshire

Borough Council.

Councillor Colin Hayfield, Member of North Warwickshire

Borough Council.

Councillor Richard Hobbs, Member of Stratford on Avon District

Council.

Councillor Jerry Roodhouse, Member of Rugby Borough
Council.

Councillor Chris Saint (Economic Development), Member of

Stratford on Avon District Council.

Councillor Izzi Seccombe (Children's Services), Member of

Stratford on Avon District Council.

Councillor Bob Stevens (Performance Management). Member

of Stratford on Avon District Council.

Councillors Richard Hobbs, Chris Saint, Izzi Seccombe and Bob Stevens declared prejudicial interests in **Agenda Item 27 Exempt – Winton House, Stratford upon Avon,** in view of their membership of the Stratford on Avon District Council.

Councillors Josie Compton and Michael Doody declared personal interests in any matter affecting the Warwick District Council, as members of that Council.

Councillor Sarah Boad declared a personal interest in **Agenda Item 9 – Supporting People** in view of her husband being the Warwick District Council's representative on the Partnership Board.

(3) Minutes of the meeting held on the 12th January 2006 and Matters Arising.

Following comments about the correct spelling of Councillor Sarah Boad's name it was Resolved:-

That the Minutes of the Cabinet's 12th January 2006 meeting be approved.

There were no matters arising.

(4) Request for Discussion of En Bloc Item.

It was agreed that item 13 would be discussed before a decision was taken.

2. 2004/2005 Joint Audit & Inspection Letter to Members

The Cabinet considered the report of the Strategic Director of Resources and received a presentation on the main points of the Joint Audit Letter from Steven Lappage of PricewaterhouseCoopers and Sandy MacMillan of the Audit Commission.

Councillor Alan Farnell thanked the auditors on behalf of members for the work that had been undertaken.

He also expressed members appreciation for the work undertaken by PricewaterhouseCoopers during their engagement as the Councils auditors and presented gifts in appreciation for the work undertaken to Seven Lappage and his colleagues.

Resolved:-

That the Auditors Management letter be received.

3. Public Consultation on 2006/07 Budget and Council Tax: Results

The Cabinet considered the report of the Strategic Director of Resources which provided members with details of the results from the public consultation on the 2006/07 budget priorities and council tax.

Councillor Bob Steven suggested that when ever possible reports relating to the budget should be circulated as early as possible before the Christmas to give members more time to consider the issues.

Resolved:-

That the Cabinet note the feedback received from the public about the budget and level of council tax for 2006/07 and commend the information to the political groups for consideration when preparing their 2006/07 budget resolutions.

4.   **2006/07 Revenue and Capital Budgets - Feedback from Overview and Scrutiny Committees**

The Cabinet considered the report of the Strategic Director of Resources.

The report outlined for Members' consideration the feedback from Overview and Scrutiny Committees on the 2006/07 Revenue and Capital spending proposals.

Following introductory comments from Councillor Alan Cockburn it was Resolved:-

That the Cabinet note the report and refer the views onto the political groups for consideration when preparing their budget resolutions.

5.   **Capital Programme 2006/07 to 2008/09**

The Cabinet considered the report of the Strategic Director of Resources which summarised existing and proposed capital projects put forward by departments.   It identified the cost of proposed schemes from 2006/07 onwards and potential income available to fund them. The proposals were commended to the political groups for consideration in formulating an approved capital programme for 2006/07 and draft programmes for 2007/08 and 2008/09.

Following introductory comments from Councillor Alan Cockburn it was Resolved:-

That the Cabinet

(1)   Notes the report and commends it to the political groups for their consideration in formulating proposals for the capital programme 2006/2009 and the revenue budget 2006/2007 to be considered by the County Council at its meeting on 7th February.

(2)   Notes that there is £1.566 million of resources available in the capital programme for new capital development bids in addition to resources generated by borrowing where the revenue impact is built into Council budget resolutions.

6.   2006/2007 Budget

The Cabinet considered the report of the Strategic Director of Resources.

The report provided members with an updated indication of the revenue resources available for 2006/07 and the associated spending proposals identified by directorates. It also recommended that the framework 2006/07 revenue and capital budget resolutions be forwarded to the Council for the budget setting meeting on 7 February 2006.

Following introductory comments from Councillor Alan Cockburn it was Resolved:-

That the Cabinet:

(1) Notes the 2006/07 government support of £74.505 million.

(2) Notes the projected resource implications of setting a 2006/07 council tax at various levels, as outlined in paragraph 4.3 of the report.

(3) Notes the need to fund/utilise the deficit/surplus on the collection of council tax in previous years, reported to us by the district/borough councils, of £X.XXX million as part of the budget resolution to Council.

(4) Notes the Strategic Director of Resources' comments on the minimum acceptable level of general reserves (see **Appendix A** of the report).

(5) Notes the 2006/07 revenue spending pressures outlined in section 10 and detailed in **Appendix B** of the report.

(6) Notes the likely level of resources available for 2007/08 and recommend that the Party Groups consider the implications of any decisions on the allocation of resources in 2006/07 on 2007/08 and future years.

(7) Recommends to County Council that account is taken of the 2006/07 Framework Budget Resolutions when setting the 2006/07 Budget (see **Appendix C** of the report).

7.   Completion of the Local Public Service Agreement (LPSA2) 2006-2009

The report of the Strategic Director of Performance and Development was considered.

Councillor Bob Stevens suggested that, having regard to recent developments with the negotiations and alterations to targets and other calculations, consideration of the matter should be deferred to a later meeting.

Members expressed their appreciation for the work undertaken by Nick Gower-Johnson in connection with the Agreement.

Resolved:-

That consideration of this item be deferred.

8. **Record of Performance Assessment for Adult Social Care 2005.**

The Cabinet considered the report of the Interim Director of Social Care.

The report provided a summary of the Commission for Social Care Inspection's evaluation and judgement of Warwickshire County Council's Adult Social Care and recommended the adoption of an action plan to further improve performance.

Following introductory comments from Councillor Colin Hayfield it was Resolved:-

(1)   That the Cabinet notes the Commission for Social Care Inspection's report on performance within Adult Social Care Services contained in Appendix 1 of the report.

(2) That the Cabinet endorses and approves the performance improvements highlighted in section 4 of the report and the action plan attached as Appendix 2 to the report.

9. **Supporting People**

The Cabinet considered the report of the Interim Director of Adult Social Services relating to progress on the Audit Commission Inspection of the Supporting People Programme in Warwickshire. A copy of an Action Plan which indicated progress to date was also submitted.

Members were asked to comment on the progress and endorse the actions taken to prepare for the next Supporting People Audit Commission Inspection, expected to commence week beginning 27 March 2006.

During the debate the following points were made:-

o   There was a need to ensure that arrangements were cross cutting particularly in view of the Local Area Agreements.
o   The importance of the involvement of partnership working in the arrangements.

Resolved:-

That the Cabinet endorse the actions taken to prepare for the next Supporting People Audit Commission Inspection, expected to commence week beginning 27 March 2006.

10.   **Education White Paper: "Higher Standards, Better Schools for All"**

The Cabinet considered the report of the Strategic Director of Children, Young People and Families Services which summarised the Government's White Paper: "Higher Standards, Better Schools for All" and asked Cabinet to comment on the draft response.

In his introduction of the item, Councillor John Burton requested that the response be forwarded to both the Warwickshire MPs and those MPs whose constituencies bounded Warwickshire.

During the discussion the following points were made:-

o   The White Paper should have contained greater emphasis on links with Every Child Matters and the Children's Service to promote joined up working.
o   Members acknowledged the work undertaken by the Overview and Scrutiny Committee in the drafting of the response.
o   The Council's response would be an all party response.

Resolved:-

(1)   That the Cabinet authorise the Strategic Director for Children, Young People & Families and the County Education Officer to forward the response, as amended, to the Secretary of State and to the Warwickshire Members of Parliament.

(2)   That the Secretary of State be advised that the Council is concerned that no reference is made to the handling of appeals in the White Paper.   The Council is concerned that increasing the number of admissions authorities who will be responsible for administering appeals could lead to greater inconsistency and

make it more difficult for the authority to take an overview of appeals and how they are impacting on admissions.

(3)   That the response be signed by the portfolio holder and the other party spokespersons.

11.   Change to the Indicated Admission Number of Whitestone Infant School

The Cabinet considered the report of the Strategic Director of Children, Young People and Families Services.

The Cabinet was asked to approve the proposal to reduce the Indicated Admission Number of Whitestone Infant School in Nuneaton following positive feedback from formal consultations.

Resolved:-

(1)   That the feedback from stakeholders concerning the proposal to reduce the Indicated Admission Number of Whitestone Infant School be noted.

(2)   That approval be given to reducing the Indicated Admission Number of Whitestone Infant School from 120 to 90 per year with effect from September 2007 admissions.

12.   Treasury Management Strategy 2006/07

The report of the Strategic Director of Resources was considered.

The report set out the proposed Treasury Management Strategy for 2006/07 as required by the CIPFA Code of Practice on Treasury Management.

Resolved:-

(1)   That the Treasury Management Strategy and Investment Strategy for 2006/07 be noted and referred to County Council for approval;

(2)   That the Prudential Indicators are noted and referred to County Council for approval, subject to any changes as a result of the setting of the 2006/07 budget;

(3)   That the delegated powers in paragraph 9 of the report be approved.

13.   Projected 2005/2006 Revenue Net Spend as at Quarter 3

The Cabinet considered the report of the Strategic Director of Resources which informed Members of the projected net spend for 2005/2006 based on the information known at the end of the third quarter.

During his introduction of this item, Councillor Alan Cockburn requested that, in future, similar reports should be included on the agenda as items for discussion not for en bloc decision.

He referred to past discussions about the social services budget and the reasons for the overspend under libraries relating to the Customer Centre. In response to comments from Councillor Richard Hobbs, Dave Clarke, Strategic Director of Resources, explained the situation relating to fire-fighters pensions and difficulties which he indicated was due to timing of retirement decisions and that matters would be equalised under the budgetary process.

Resolved:-

That the Cabinet:

(1)   Notes the provisional 2005/2006 Revenue net spend position and the projected reserves at year end, and ensures appropriate action is being taken to control spending in the delivery of services.

(2)   Approves the transfer of £500,000 of Social Services budget from Children's Residential Care Services to Foster Care Services, detailed in paragraph 2.14 of the report.

(3)   Approves the contribution to reserves of £200,000 in 2005/06, detailed in paragraph 3.2 of the report.

14.   Funding of Black and Minority Ethnic Organisations

The report of the Strategic Director of Performance and Development was considered.

The report set out the proposed funding from the Race Equality Budget for Black and Minority Ethnic projects in Warwickshire.

Resolved:-

That the Cabinet endorses the funding proposed to Black and Minority Ethnic projects in Warwickshire.

15. Review of Regional Spatial Strategy - Phase 2 - Advice of Coventry Solihull Warwickshire Forum

The report of the Strategic Director of Environment and Economy was considered.

The Coventry Solihull Warwickshire Forum (CSWF) advised the County Council - along with the Solihull and Coventry City Councils - to adopt a partnership approach to the detailed advice on such matters as housing numbers and employment land to be given to the Regional Planning Body on Phase 2 of the Regional Spatial Strategy's Review. The Cabinet was recommended to agree with the Forum's advice.

Resolved:-

That the advice of the Coventry Solihull Warwickshire Forum (9th December 2005) be generally endorsed and that Cabinet specifically confirms the Council's agreement to:-

(1)   The Forum co-ordinating the joint views of all the authorities in the Sub-region, conveying these for the 3 Strategic Authorities to passport to the Regional Planning Body while the Strategic Authorities retain their legal right to make any additional comments separately; and

(2)   The Forum's contention that the detailed housing figures should be produced for local authority areas - taking into account local, sub-regional and cross-boundary housing market issues.

16. Government Consultation on a New Draft National Planning Policy Statement 3 (PPS3): HOUSING

The report of the Strategic Director of Environment and Economy was considered.

The proposed new PPS3 - Housing set out draft Government policy aimed at using the planning system to its maximum to deliver Government's aspirations for the scale, quality and affordability of new homes. The latest national policy proposals on the issue modify the Government's radical market-led approach, outlined in its September 2005 consultation 'Planning for Housing'. However, the draft PPS3 still included serious threats to the plan-led approach on which there was local, sub-regional and regional consensus across local authorities in the West Midlands. The Director's recommendation was to respond to the consultation accordingly.

Resolved:-

That the assessment and conclusions, set out in the Director's report at sections 3 and 4, be conveyed to the Office of the Deputy Prime Minister as the County Council's response to the Government's consultation on the Draft Planning Policy Statement (PPS3): Housing and copied to the West Midlands Regional Housing Board and West Midlands Regional Planning Body.

17.   **Minerals and Waste Development Framework: Minerals Core Strategy - Preliminary Consultation**

The report of the Strategic Director of Environment and Economy was considered.

The Minerals Core Strategy will determine the scale and broad location of mineral sites in the County. The questionnaire formed the basis of a 6 week period of consultation in order to determine the range of issues that the Core Strategy will have to deal with.

Resolved:-

That the Cabinet approves the questionnaire (at Appendix A of the report) for a period of 6 weeks public consultation between February and April 2006 as part of the Minerals Core Strategy Preliminary Consultation.

18.   **Minerals and Waste Development Framework: Waste Core Strategy - Issues and Options Consultation**

The report of the Strategic Director of Environment and Economy was considered.

The Waste Core Strategy Issues and Options paper set out the issues and a range of options for dealing with the scale and broad location of waste disposal facilities. It will go out for a 6 week period of consultation between February and April 2006 to give consultees an opportunity to comment on their preferred options.

Resolved:-

That Cabinet approves the Waste Core Strategy Issues and Options paper for a 6 week period of consultation between February and April 2006.

19.   **Potential Tourist Information Facility in Market Hall Museum, Warwick**

The report of the Director, Libraries, Heritage & Trading Standards was considered.

The possible integration of Warwick tourist information facilities into the Market Hall Museum, Warwick has been raised. Members were asked to note the issues raised and to authorise further investigation and negotiation.

Resolved:-

That the Cabinet:

(1)   Authorises officers to pursue an investigation of the feasibility and to undertake negotiations about the integration of Warwick Tourist Information facilities into the museum building at Market Hall, Market Place, Warwick.

(2)   Receive a report in due course prior to the agreement of a final position.

20.   Disposal of items from the Museum Collections

The report of the Director of Libraries, Heritage and Trading Standards was considered.

The report sought the Cabinet's approval, in accordance with established procedures, for the disposal of items from the Museum Collections. The report had been considered by the Adult and Community Services Overview and Scrutiny Committee at their meeting on 10 January 2006 as part of the Collections for the Future report.

Resolved:-

That the Cabinet agrees the disposal of items from the Museums Collection in accordance with the schedule in Appendix 1 to the report.

21.   Capital Programme Review

The report of the Strategic Director of Resources was considered.

The report related to changes to the capital programme since Cabinet in September 2005.

Resolved:-

(1)　　That the Cabinet recommend the Council to approve the additional project relating to Mental health Provision at Table 1 in the report.

(2)　That the Cabinet approve the other additional projects at Table 1 in the report.

(3)　That the revised starts and payments totals for 2005/06 identified at paragraphs 6.6 and 6.7 (Tables 2 and 3) of the report be approved.

(4)　That Cabinet note the projections of spending and financing for future financial years and agrees the variations at Appendix C to the report.

22.　**Leamington Spa Mixed Priority Scheme (LUMP) with a bid for additional funding to complete the scheme in 2006.**

The report of the Chair of the Environment Overview and Scrutiny Committee was considered.

On the 17 January 2006 the Environment Overview and Scrutiny Committee considered a report on the funding issues relating to the Leamington Spa Mixed Priority Scheme, referred from Cabinet on 12 January 2006.

Resolved:-

That the Cabinet note the Environment Overview and Scrutiny Committee's request for a joint report to a future meeting from the Strategic Directors of Environment and Economy and Resources detailing how the costs of the Leamington Spa Urban Mixed Priory Scheme had been estimated, why they had increased dramatically, and what measures had been taken to mitigate the escalating costs in Phase1.

23.　**Irrecoverable debts**

The report of the Strategic Director of Children, Young People and Families Services was considered.

Authority was requested to write off two irrecoverable debts. The Strategic Director of Performance and Development had advised that these debts cannot be pursued further or it would be uneconomical to do so.

Resolved:-

That the two debts outlined in the report of the Strategic Director for Children, Young People and Families amounting to £7,306.28 be written off as irrecoverable.

24. Any Other Items

There were no urgent items to consider.

25. Reports Containing Confidential or Exempt Information

Resolved:-

That members of the public be excluded from the meeting for the following items on the grounds that their presence would involve the disclosure of confidential or exempt information as defined in paragraphs 7,8, 9 and 10 of the Local Government Act 1972'.

26. Exempt Minutes of the Meeting held on 12th January 2006 and Matters Arising.

Resolved:-

That the exempt minutes of the meeting held on 12th January 2006 be approved as a correct record and the minutes be signed by the Chair.

There were no matters arising.

27. Stratford-upon-Avon: Winton House, Church Street

Councillors Richard Hobbs, Chris Saint, Izzi Seccombe and Bob Stevens and left the room during consideration of this item.

The Cabinet agreed to persue issues relating to this property.

URGENT ITEM (having immediate effect)

28. Tender for Community Based Short Breaks for Disabled Children and Young People.

The Cabinet considered the report of the Strategic Director for Children, Young People and Families.

A successful tendering process had resulted in two preferred providers being identified for the north and the south of the County.

Following introductory comments from Councillor Peter Fowler members discussed several aspects of the proposal and agreed the award of a contract.

The Cabinet rose at 2.30 p.m.

AGENDA MANAGEMENT SHEET

Name of Committee	**The Cabinet**
Date of Committee	**23rd February 2006**
Report Title	**Completion of the Local Public Service Agreement (LPSA2) 2006-2009**
Summary	Cabinet deferred this matter on 2nd February 2006. Subsequently, excellent progress has been made and provisional agreement reached with the Office of the Deputy Prime Minister on the overall content of the LPSA2 agreement. However, we are yet to receive the final version of the draft agreement from the Office of the Deputy Prime Minister. A final report will be distributed as soon as the draft Agreement has been received and considered. The final report will describe the progress that has been made, and give detailed information on the targets that have been provisionally agreed with central government.
For further information please contact:	Nick Gower Johnson County Partnerships Manager Tel: 01926 412053 *nickgower-johnson@warwickshire.gov.uk* Monica Fogarty Head of Policy Tel: 01926 412514 *monicafogarty@warwickshire.gov.uk*
Would the recommended decision be contrary to the Budget and Policy Framework? *[please identify relevant plan/budget provision]*	No
Background papers	Report to Cabinet dated 24th February 2005 Report to Cabinet on 17th November 2005 Report to Cabinet dated 8th December 2005 Report to Cabinet dated 2nd February 2006.

CONSULTATION ALREADY UNDERTAKEN: Details to be specified

Other Committees	☐	………………………………………………………………….
Local Member(s)	☐	……………………………………………………………..
Other Elected Members	☐	……………………………………………………………..
Cabinet Member	☒	Cllr Bob Stevens
Chief Executive	☒	Jim Graham, Chief Executive
Legal	☒	Jane Pollard and Julie Thomlison
Finance	☒	David Clarke and Oliver Winters
Other Strategic Directors	☒	William Brown – Community Protection Marion Davis – Children,Young People and Families Services John Deegan – Environment & Economy Eric Wood - County Education Officer
District Councils	☐	……………………………………………………………..
Health Authority	☐	……………………………………………………………..
Police	☐	……………………………………………………………..
Other Bodies/Individuals	☐	……………………………………………………………..

FINAL DECISION   **Yes**

SUGGESTED NEXT STEPS: Details to be specified

Further consideration by the Cabinet	☐	
To Council	☐	……………………………………………………………..
To Cabinet	☐	……………………………………………………………..
To an O & S Committee	☐	……………………………………………………………..
To an Area Committee	☐	……………………………………………………………..
Further Consultation	☐	……………………………………………………………..

The Cabinet – 23rd February 2006

Completion of the Local Public Service Agreement (LPSA2) 2006-2009

Report of the Strategic Director – Performance and Development

Recommendations:

(1) That Cabinet supports and adopts the Local Public Service Agreement 2 (LPSA2) 2006-2009 on behalf of the County Council.

(2) That Cabinet delegates authority to the Chief Executive to finalise and enter into LPSA2 on behalf of the County Council.

Following discussions with Councillor Stevens it has been agreed that the issue of a full report to Cabinet should be delayed until 19th February 2006 as we are yet to receive and have the opportunity of commenting on the draft LPSA2 Agreement from the Office of the Deputy Prime Minister.

DAVID CARTER
Strategic Director of
Performance & Development

Shire Hall
Warwick
14 February 2006

AGENDA MANAGEMENT SHEET

Name of Committee	**The Cabinet**
Date of Committee	**23rd February 2006**
Report Title	**Response to Consultation on the future of Local Strategic Partnerships**
Summary	This paper summarises the current ODPM Consultation on the future of Local Strategic Partnerships. The paper contains a draft County Council response to the specific questions raised within it. The consultation is taking place at a highly relevant time and coincides with our early work on the development of the Local Area Agreement and the partnership and governance issues that this raises. Cabinet is asked to consider and comment upon the draft response which will then, subject to any amendments, be forwarded to ODPM prior to the consultation deadline of 3rd March 2006.
For further information please contact:	Nick Gower Johnson County Partnerships Manager Tel: 01926 412053 nickgower-johnson@warwickshire.gov.uk Monica Fogarty Head of Policy Tel: 01926 412514 monicafogarty@warwickshire.gov.uk
Would the recommended decision be contrary to the Budget and Policy Framework? [please identify relevant plan/budget provision]	No
Background papers	ODPM Consultation Paper dated December 2005 – entitled ' Local Strategic Partnerships: Shaping their future'.

CONSULTATION ALREADY UNDERTAKEN:-   Details to be specified

Other Committees	☐	……………………………………………………..
Local Member(s)	☐	……………………………………………………..
Other Elected Members	☐	……………………………………………………..
Cabinet Members	☒	Cllr Chris Saint – Comments incorporated in the report Cllr Bob Stevens
Chief Executive	☒	Jim Graham, Chief Executive – Comments incorporated in the report
Legal	☒	Jane Pollard
Finance	☒	David Clarke and Oliver Winters
Other Strategic Directors	☒	William Brown – Community Protection Graeme Betts – Adult, Health & Community services Marion Davis – Children,Young People and Families Services John Deegan – Environment & Economy
District Councils	☐	
Health Authority	☐	
Police	☐	……………………………………………………..
Other Bodies/Individuals	☐	

FINAL DECISION   **Yes**

SUGGESTED NEXT STEPS: Details to be specified

Further consideration by the Cabinet	☐	
To Council	☐	……………………………………………………..
To Cabinet	☐	……………………………………………………..
To an O & S Committee	☐	……………………………………………………..
To an Area Committee	☐	……………………………………………………..
Further Consultation	☐	……………………………………………………..

Cabinet – 23rd February 2006

Response to Consultation on the future of Local Strategic Partnerships

Report of the Strategic Director – Performance and Development

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Recommendations:

(1)   That the Cabinet authorise the Strategic Director for Performance and Development to forward the response to the Office of the Deputy Prime Minister and Warwickshire Members of Parliament.

(2)   That the response be signed by the Cabinet portfolio holder and the other political group spokespersons.

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1   Introduction

1.1   The Office of the Deputy Prime Minister (ODPM) published a detailed Consultation Paper on the future Local Strategic Partnerships on 8th December 2005 entitled ' Local Strategic Partnerships: Shaping their future'. The period for consultation expires on 3rd March 2006.

1.2   The purposes of this report are:

   •   To summarise the Consultation Paper – see Appendix A.

   •   To place the issues raised by the Paper within the context of current arrangements and issues affecting partnership work in the county, and, in particular in relation to the development of the Local Area Agreement (LAA)

   •   To propose a response to the Consultation Paper for approval by the Cabinet on behalf of the County Council – the response has been prepared in line with the questions listed in the Consultation Paper. The draft response is attached as Appendix B.

1.3   A complete version of the Consultation Paper is available from the ODPM website - http://www.odpm.gov.uk

1.4   Whilst the consultation response addresses all of the questions raised by ODPM, perhaps the key point to note from the outset is the close linkages between the LSPs, the Local Area Agreement (LAA), the Children's Strategic Partnership and the Crime and Disorder Partnerships. Our view is that the county LSP should be based on the geographic local authority with responsibility for education, social care and strategic planning together with its partners in Health and Police – i.e. the County Council.

2   General Background – the national picture

2.1   There are currently over 360 Local Strategic Partnerships (LSPs) in England, 88 of which are in areas that currently receive Neighbourhood Renewal Funding (NRF). Some of these partnerships date back to local initiatives in the early 1990s, others have only been set up relatively recently.

2.2   Over recent years progress has been made in terms of increasing representation of harder-to reach groups, joining-up working on cross-cutting themes and using well-being powers to facilitate improved local services.

2.3   Those areas in receipt of NRF are required to have an LSP but outside those areas, LSPs are entirely voluntary. In the past, their role was to develop a vision for their locality through their Community Strategy. This shared vision for the area remains an important part of their role but LSPs across the country are also increasingly becoming involved in the <u>delivery</u> of local outcomes.

2.4   There are now increasing expectations on all LSPs, in particular, the development and implementation of Local Area Agreements. First piloted in 21 areas in 2004/05, LAAs are now being rolled out to all upper-tier authorities in England over the next two years. LAAs set out the priorities for a local area negotiated between central government, represented by the Government Office, and a local area, represented by the local authority and LSP. The experience of the LAA pilots bore out the importance of the LSP in bringing together the thematic partnerships in the local area; providing the governance

2.5   The benefits of partnership working in addressing difficult issues are widely recognised and we have placed increasing emphasis on partnership working across government, for example, through Crime and Disorder Reduction Partnerships and, more recently, Children's Trusts. We have also recognised that, to be effective, these different partnerships and their plans must be co-ordinated.

2.6   The LSP role has often been described as being the "partnership of partnerships".

2.7   The local authority involvement is vital to the effective operation of an LSP. The local authorities' democratic mandate and accountability provides them with a clear basis on which to determine priorities across the local area. Therefore, the Consultation Paper sees a clear role for the local authority in initiating and maintaining momentum in the LSP; ensuring appropriate representation across the different sectors including involving local residents; and scrutinising the LSP. The local authority is also responsible for producing the Community Strategy and is ultimately accountable for the LSP's actions.

2.8   In Warwickshire there are six LSPs – the Warwickshire Strategic Partnership (the county wide LSP) and a further LSP in respect of each of the District/Borough areas.

2.9   The role, remit and membership of the Warwickshire Strategic Partnership is currently under review and this includes the ways in which it relates, and ensures coherence with the District based LSPs. Issues relating to 2 tier local authority area are described in detail in the Consultation Paper (see Appendix A)

2.10   The Chief Executive has convened a Partnership Summit – to be held on 28th February 2006. This will address a range of issues including the development of the LAA together with the future governance arrangements for LSPs and the public services generally.

3.   The Warwickshire Context

3.1   The role and structure of the county LSP, (WSP) remains under review. At the meeting of the County Leaders' Group on 21st October 2005, concerns were raised issues about the role of the partnership, its value and the nature of the contributions members felt able to make to it.

3.2   The Chair of WSP (Sir Brian Follett) has met with the Chief Executive. Sir Brian has indicated that he will not continue in this role (although he would be willing to help with interim governance arrangements and contribute to the development of a revised County Strategic Partnership). He has also concluded that that the County Leaders Group should not continue in its present form.

3.3   Accordingly, the current position relating to WSP is that

       a)   The County Leaders' Group (as presently operated and constituted) will be discontinued

       b) A 'revised WSP' should have a future role and that this should include the following elements:

            • Having a broad remit should focussing on those issues that can best be addressed at a county level

- Responsibility for taking forward the Warwickshire Strategic Partnership Plan including implementation, review and performance management of the WSPP

- Overseeing the establishment and operation of the WSP Theme Groups – ensuring that these Groups correspond precisely with the functional blocks of the LAA

- Overseeing and supporting the development of the Warwickshire LAA

- Oversight and performance management of the Warwickshire LPSA2

- Ensuring the development of coherent partnership approaches across and with the District LSPs

- Supporting the consistent development of the Warwickshire approach to the establishment of neighbourhood/locality working

3.5 In relation to the district based LSPs, each of these appear very much to have its own identity, approach to partnership work and community planning and bespoke but not necessarily compatible structural arrangements.

3.6 We are committed to developing the revised county LSP in the very near future and will begin work on this in earnest following the Partnership Summit on 28th February. The revised LSP for the county will reflect the fact that prime responsibility for key public services including Education, Social Care and Strategic Planning are county wide services which are statutory responsibilities of the County Council. Accordingly, arrangements to underpin and develop partnership activity in relation to these matters must be co-ordinated through a countywide LSP.

3.7 In our draft response to the ODPM Consultation we have, wherever possible made reference to this important factor. We would urge ODPM to use this consultation as an opportunity to bring greater clarity to partnership working within two tier areas.

DAVID CARTER
Strategic Director –
Performance & Development

Shire Hall
Warwick
9th February 2006

Summary of the Consultation Paper

1   The Aims of the Consultation

1.1   Local Strategic Partnerships (LSPs) and Community Strategies were introduced as a result of the Local Government Act 2000. The Consultation Paper avers that LSPs have helped make great strides to improve the local quality of life and that much progress has been made in terms of representation, establishing a common vision and moving to genuinely collaborative working.

1.2   Community Strategies and Local Strategic Partnerships have a critical role in further developing coherent service provision and genuinely sustainable communities.

1.3   LSPs are working in an increasingly complex and challenging environment with important expectations being placed on them. This has increased the need to ensure that LSPs are working effectively and accountably, a theme developed in the Audit Commission's recently published paper "Governing Partnerships- Bridging the Accountability Gap" (October 2005).

1.4   The Consultation Paper examines:

- The future role of LSPs
- Their governance and accountability
- Their capacity to deliver 'Sustainable Community Strategies'.

1.5   A series of questions is posed under each of these headings designed to assist consultees understand how LSPs are operating at present and where changes could be made nationally, regionally and locally to help them develop most effectively.

1.6   The Consultation Paper aims to re-examine the role, governance and capacity of LSPs and Community Strategies both in terms of short-term changes and more radical longer-term adjustments.

1.7   The Paper identifies a number of key ambitions for the future development of LSPs. These are set out below:

- To ensure commitment amongst central government departments, regional organisations and local partners to the LSP system of partnerships and the Sustainable Community Strategy as the over-arching local plan;

- To develop an evolved role for the local authority in facilitating action through the LSP and Sustainable Community Strategy;

- To establish LSPs which are able to effectively identify and deliver against the priorities for joint action in their area through the Sustainable Community Strategy, Local Neighbourhood Renewal Strategy, Local Area Agreement (LAA) and Local Development Framework in a clearly accountable way;

- To improve the capacity of LSPs to support neighbourhood engagement and to help ensure the views of neighbourhoods and parish councils can influence strategic local service delivery and spending; and

- To ensure effective, transparent and accountable governance and scrutiny arrangements for LSPs to enable partners to hold each other to account and local people to hold the partnership to account.

2   The Government's Vision for Local Strategic Partnerships

2.1   The Government's vision for the role of the LSP is that it takes the strategic lead in the locality by bringing together the views of the local partners, including representatives of the private, voluntary and community sectors, with national, regional, and neighbourhood or parish priorities in developing the Sustainable Community Strategy.

2.2   The strategy would set out the vision and priorities for the area with the Local Area Agreement defining the detailed outcomes, which will be part of the Sustainable Community Strategy's action plan. The outcomes from the LAA would be scrutinised by local authorities and LSPs and then monitored, reviewed and reported on.

2.3   The Government believes that it is crucial for the success of LSPs that they are able to co-ordinate delivery of the Sustainable Community Strategy and LAA. The LSP must take an oversight role, ensuring that the lines of responsibility between partners are clear and that duplication is avoided. In essence the LSP needs to be the 'partnership of partnerships' in the area, providing the strategic co-ordination within the area and linking with other plans and bodies established at the regional, sub-regional and local level.

2.4   In addition to this, the Government considers that LSP must ensure that a Sustainable Community Strategy is produced that sets the vision and priorities for the area agreed by all parties, including local citizens and businesses, and built on a solid evidence base.

2.5   LSPs should also develop and drive the effective delivery of their Local Area Agreements, and agree an action plan for achieving the Sustainable Community Strategy priorities, including the LAA outcomes.

2.6   In two-tier areas the Government expects County-level LSPs to agree the LAA and relevant action plan, taking into account priorities identified by District local authorities and LSPs in their Sustainable Community Strategies. The District-level LSPs (and their Sustainable Community Strategies) must be fully considered and involved in the drawing-up and implementing of the county-wide Sustainable Community Strategy and LAA. Further, relevant LAA outcomes should also be reflected in the District LSPs' action plans and future versions of all District-led plans, More information on the proposals in respect of two tier areas is given at Paragraph 3.3. of this report.

2.7   The Government considers that this process will be significantly enhanced if members of the LSP see their part in the partnership as a key way for them to achieve their goals rather than as an addition to the 'day job'. This requires a joint coherent approach from central government as collaborative working is also hampered by the sheer weight of central target-setting. It is integral to the vision for the future of LSPs, and local governance more generally, that the space for individual local agencies to act innovatively and collaboratively is increased through a reduction in the level of organisation based/national targets.

2.8   Performance management by the LSP is seen as being a key part of the partnership approach. All partners within an LSP are expected to be accountable for their contribution to the delivery of the Sustainable Community Strategy. They are also expected to play their part in ensuring all partners take an active and effective role. To increase the LSPs' effectiveness it may be appropriate to place obligations on key partner agencies to participate. This model of a statutory 'duty to co-operate' has been adopted in the context of Crime and Disorder Reduction Partnerships. Similarly, the Children Act 2004 requires wide co-operation arrangements in the context of Children's Trusts.

2.9   The Scottish equivalents of LSPs, Community Planning Partnerships, are also underpinned by statutory co-operation arrangements with named agencies having a 'duty to participate' in the community planning process. Imposing a statutory requirement upon local authorities and specified bodies to work together would in the Government's view send a strong signal that LSPs have a very significant role in co-ordinating delivery locally. To ensure wide representation there could be a parallel duty on local authorities to involve the business, voluntary and community sectors.

3.   Proposals in respect of two tier areas

3.1   The Consultation Paper suggests that establishing clear roles and responsibilities in two-tier local authority areas can be problematic. Two-tier LSPs have expressed mixed views as to whether or not working across two-tier areas poses a significant problem. 50% state that the LSP represents a forum where county/district tensions are

avoided but 42% disagree. Similarly, 52% feel that there is effective collaboration between county and district LSPs but 40% disagree.

3.2   The Paper states that Action Learning Research conducted by LSPs themselves has indicated that the problems are not substantially more complex within a two-tier structure than in a unitary structure, but reflect common difficulties of differing administrative boundaries which all LSPs face to some degree.

3.3   ODPM's LSP evaluation programme has identified three main ways of working in two tier areas:

- The Aggregation model – where district-level Community Strategies are aggregated to form an overarching strategy, at county level

- The Added Value model – county Community Strategy focuses on areas where it can add value to district strategies – creating more strategic focus, avoiding duplication and with an emphasis on sub-regional issues

- The Separatist model – where the county strategy has been developed with few linkages and in isolation to district strategies

3.4   ODPM would want to encourage more areas to move to a combination of the 'added value' and 'aggregation' models. A possible model in two-tier areas could therefore be to develop a strategic Sustainable Community Strategy at county level, with a remit to engage with the regional, subregional tiers and district authorities/LSPs to reflect their priorities. District-level LSPs could then focus on local/neighbourhood engagement and establishing an analysis of the needs of their population. This model is based upon a presumption that each local authority should have its own LSP which can determine the specific priorities for that area.

3.5   The Paper goes on to suggest that whatever models are adopted, LSPs in two-tier areas should be encouraged to use existing opportunities to foster effective working relationships between tiers.

Response to Key Questions identified in the Consultation Paper

1: Do you agree that the key role of the LSP should be to develop the vision for the local area, through the Sustainable Community Strategy and the 'delivery contract' through the LAA (as set out in figures 1 & 2)

We agree that one of the key roles for the LSPs is to develop the vision for the local area through the Sustainable Community Strategy. However, we would like to see greater emphasis on the roles of the LSP in
   a) Ensuring <u>coherent</u> community engagement
   b) Ensuring the full engagement of the voluntary and community sector
   c) Fulfilling the role of a delivery vehicle for the priorities identified in the Strategy
   d) Supporting effective performance management
   e) Ensuring that all partners share all relevant information

It is necessary to enhance the role of LSPs and ensure that, within the communities that they serve, they are seen as bodies that have sufficient authority to enable them to carry out their responsibilities.

In respect of two tier areas, we feel that greater emphasis should be given to:

   a) acknowledging the prime role of the County Councils as the prime authority with a county-wide responsibility for education, social care and strategic planning - this must be reflected in any delineation of responsibilities between county and district-based partnerships

   b) Ensuring the development of coherent working arrangements between the county and district based partnerships

   c) Ensuring that all agencies involved in the partnership develop a consistent and coherent approach to defining sub district / neighbourhood areas

2: We believe it is important that LSPs reflect regional/sub-regional plans where relevant in their Sustainable Community Strategy priorities and that regional organisations and partnerships take account of key local needs. How can this greater co-ordination best be facilitated?

In a two-tier area, the county LSP should have responsibility for ensuring that these matters are fully taken into account both within its own strategies and also within those developed by the District based partnerships.

This is a two way process – regional/sub-regional organisations and partnerships must in turn take account of key local needs.

Community Strategies must ensure engagement both from a broader regional/sub-regional level through to a parish level (aided by parish plans) and incorporate all relevant local strategies.

3: Would a requirement on bodies producing theme or service-based plans to 'have regard' to the Sustainable Community Strategy in doing so and vice versa, increase the LSP's ability to take the over-arching view in an area?

It would be beneficial to achieve this. This responsibility should be included within the proposed 'duty to co-operate' being contemplated for public agencies.

4: Are the proposed steps in the development of a Sustainable Community Strategy correct? (See box on page 18)

The description given in the Consultation Paper is, in general, helpful and logical.

However, the suggestion that the Sustainable Community Strategy is 'refreshed' annually and reviewed every three years needs further consideration. There needs to be a balance between aspiring for the stability that a three year Plan could give and ensuring that important new developments are taken into account promptly.

It is apparent from the research into the progress made by Phase One and Phase Two LAA authorities that it will be a challenge to ensure that the development of 'bottom-up' Local Community Strategy can be reconciled effectively with the negotiations with Government Office leading to the production of the LAA.

5: What more could be done to ensure Sustainable Community Strategies are better able to make the links between social, economic and environmental goals and to deal more effectively with the area's cross-boundary and longer-term impacts?

This could be assisted through ensuring that each LSP and its Community Strategy is structured around the functional blocks of the LAA and their coordinated achievement.

6: What should be the role of the LSP in supporting neighbourhood engagement and ensuring the neighbourhood/parish voice, including diverse and minority communities, is heard at the principal local level?

Responsibility for this should rest with the individual partner agencies involved with the LSPs. The LSP should co-ordinate the efforts of partner agencies to support neighbourhood engagement and ensure that this is undertaken in a coherent manner, avoiding duplication, confusion and 'consultation fatigue' in the minds of local citizens.

7: In two-tier areas, is it most appropriate for the responsibility for neighbourhood engagement to rest with the district level LSP?

Neighbourhood engagement must be seen as being the responsibility of all partner agencies, and <u>both</u> the county and district-based LSP.

8: How can spatial planning teams best contribute to Sustainable Community Strategies through the LSP and ensure that LDFs and Sustainable Community Strategies are closely linked?

They should set out the framework of strategic policy within which the Community Strategy has to fit

9: How could revised guidance and accompanying support materials best ensure that Sustainable Community Strategies and Local Development Frameworks join up effectively?

The guidance should make it clear as to the scope and detail of policy within which the LDF's can deliver for SCS's.

10: Should every local authority area have its own LSP?

We take the view that the County Council should ensure that an effective LSP exists at county level to ensure that the partnership arrangements underpinning its prime responsibilities for Education, Social Care and Strategic Planning are carried out through the vehicle of an LSP.

We take the view that consideration should be given to drawing an overt distinction between the very different roles of county and district-based LSPs. This could be achieved by defining the county LSP as a Local Strategic Partnership and giving another name to the district based grouping – perhaps calling these 'a Locality Partnership Group'. This locality body would oversee the delivery of much of the operational activities within the Local Area Agreement in a targeted geographical area.

11: Would the establishment of a greater delineation of roles between county and district LSPs as suggested be sensible? (See paras 65 to 69)

We agree that there needs to be a clear delineation of the current roles of the county and district-based LSPs but consider that the difficulties that exist in two tier areas are underplayed in the Consultation Paper. The Paper fails to take into account the current differing roles and responsibilities of county and district-based partnerships

Moving to a combination of the 'Aggregation Model' and the ' Added Value Model' may be appropriate but we consider that the proposals contained in the Consultation Paper for achieving this are inappropriate and unrealistic.

District and County partnership groupings should be structured in a compatible way – with the role, membership and remit of Theme Groups for both County and District partnerships being directly linked to the functional LAA Blocks

12: We believe that it is important that the LSP is made up of the thematic partnerships in the area together with an LSP board. What is your view?

We agree but would repeat the need in two tier areas:

a) to ensure that county and district based partnerships are structured in a compatible manner linked to the LAA functional blocks with 'permeable boundaries' between the blocks in order to ensure overall coherence and that cross-cutting issues are addressed.

b) To radically examine current partnership groupings and accountability arrangements in order to ensure greater coherence, clarity and the avoidance of duplication.

13: We believe that a rationalisation of local partnerships would help the LSP executive take an effective overview. Would clustering partnerships around the four LAA blocks be a sensible way to achieve this?

Yes – see our response to 12 and 13 above.

The review of LSPs should be grasped as a golden opportunity to rationalise existing partnership groupings at both county and district level. This should be in line with the criteria in the Audit Commission publication 'Bridging the Accountability Gap'

14: We believe that the geographic boundaries of partners within LSPs is important. What do you see as the opportunities for, and barriers to, co-terminosity shared geographic boundaries?

We agree that co-terminosity of the geographic boundaries used by partner agencies is a helpful aspiration and that this applies not only at a macro level (e.g. at regional, sub regional, county and district level) but also at micro (i.e. community or neighbourhood) level.

More regard must be given to current partner boundary issues such as police health and CDRP re-organisations which will have a fundamental effect on boundary issues.

In particular, the 'direction of travel' in relation to PCT re-organisation (in Warwickshire the likelihood of a single PCT for the whole county) emphasises the need for health and social care issues to be joined up at a strategic level – i.e. through the county LSP.

Similarly, in relation to Police modernisation the establishment of a single Basic Command Unit covering the whole of the e county is a distinct possibility. As with the PCT re-organisation, this points towards the primacy of a county-wide LSP for all issues relating to Community Safety matters.

15: Within the LSP framework and its established priorities, would the creation of single delivery vehicles to tackle particular issues be helpful?

Yes – we agree that this could be helpful and it should be possible to achieve this through building on existing good practice. However, the current form of governance and accountability arrangements for LSPs may not be fit for the purpose of directly managing or overseeing single delivery vehicles.

16: How can the neighbourhood and parish, tiers be involved most effectively on the LSP on a) the executive and b) individual thematic partnerships?

By ensuring that these bodies have the capacity to be involved effectively and via representation from the local Association of Parish Councils. Further by ensuring that neighbourhood and parish plans feed in to the Sustainable Community Strategy and vice versa.

17: How can the private, voluntary and community sectors be involved most effectively on the LSP as a) the executive and b) individual thematic partnerships?

By ensuring that these bodies have the capacity to be involved effectively and via representation within both individual thematic partnerships and the executive arrangements for the LSPs

In relation to the private sector via a representative agency such as the Chamber of Commerce

In relation to the voluntary and community sector via the local VCS forum or its Council for Voluntary Service which should have the responsibility of empowering organisations, wherever possible, to represent themselves

In all respects, representatives should have the responsibility of ensuring that they use their best endeavors to ensure that their engagement in the LSP is fully representative of their sector / interest groups.

Key public sector partners in the LSPs should have a duty to engage with these sectors where appropriate.

18: Would a duty to co-operate with the local authority, in producing and implementing the Community Strategy, help to set LSPs on a firmer footing and better enable their enhanced delivery co-ordination role?

Yes – but on whom would this responsibility be imposed and how would it be managed?

19: If so, what obligations, such as attendance, financial or staff support, would be useful to place on partners?

Certainly attendance, engagement with the LSP by individuals who have the authority to bind their agency and wherever possible to offer financial and/or staff support. Additionally:

- the responsibility to provide and share relevant baseline information, evidence and analysis of local conditions.
- The responsibility to collaborate on the development, implementation and review of the Community Strategy and Local Area Agreement.
- The responsibility to work collectively to secure neighbourhood/citizen engagement in relation to the development and review of the Community Strategy.
- The responsibility to translate Community Strategy priorities into their own service plans

20: If so, which public sector agencies would the duty be most sensibly placed on?

County Council; District Council; Primary Care Trust; Police Force and relevant regional and sub-regional bodies.

21: Should there be a statutory duty on local authorities and named partners to promote the engagement of the voluntary and community sectors in the LSP?

Yes. This should be extended to give a responsibility to those partners or the LSP itself to between them support (through funding and otherwise) the capacity needs of the sectors to enable them to engage fully with the LSP

22: Should each partnership be encouraged to produce protocols or 'partnership agreements' between partners to ensure clear lines of accountability for the delivery of agreed outcomes?

Yes although it would be wrong to assume that the accountability of the voluntary and community and private sectors can have be secured through the same framework as applies in relation to local authorities.

The current basis of LSPs means that there is inherent confusion and ambiguity around accountabilities and the Consultation Paper does little to address this.

23: We believe that if partnership working was included as part of other key agencies' assessments it would be effective in securing greater commitment from other public sector agencies. What are your views?

This would be useful

24: What do you see as the key role for executive councillors within LSPs?

To be actively engaged as partners, consultees and deliverers of approved strategies.

25: What do you see as the appropriate role for backbenchers particularly in ensuring a high quality of local engagement?

To carry out to the full their community leadership and scrutiny roles.

26: What would make councillors' powers of overview and scrutiny more effective in scrutinizing the 4 blocks of the LAA?

Through the active engagement of Cabinet Portfolio Holders and Party Spokespeople in the development and scrutiny of the LAA

27: What would be the most appropriate way for a Member of Parliament to be involved with the LSP and how can we ensure that it is complementary to the role of local councillors?

Through awareness of the work of the LSP, and the Sustainable Community Strategy

28: How can we promote effective community engagement and involvement, from all sections of the community in shaping local priorities and public services?

This would best be achieved by ensuring that all public agencies have the responsibility to work collectively on promoting effective community engagement in not only shaping public services but also securing community/service user feedback on the services that they have received (see responses to Q1 and 6 above).

It is always difficult to balance the need for effective decision making within a partnership with the risk of excluding agencies which feel that they should have a 'seat at the top table'. Government needs to be very careful that it does not over prescribe in relation to the agencies that it feels must be engaged with as this could have an adverse impact on effective decision making.

29: How can we maximise the opportunities for joint policy and joint activity on community engagement, including the LDF, the LAA and the Sustainable Community Strategy?

Through Partnership Agreements and Protocols, Compacts and arrangements in respect of delegated decision making. However, we need to be aware of potential conflicts with the democratic mandate.

30: How can accountability to local people and businesses be enhanced?

Through all partners agreeing a common communication strategy concerning the work of the LSP.

31: What are your LSP's key support/skill gaps?

We have not yet undertaken a skills analysis and do not feel able to respond in detail to this question. However, this is likely to involve capacity building ion core partnership skills, and skills to enhance community engagement. This is a key issue and in setting up our new LAA governance arrangements we will be ensuring that it is addressed.

32: What extra or different support would be most helpful in shifting to a more delivery focused role?

In order to meet any new responsibilities or duties, we may require additional central government funding and the re-focusing of existing resources.

33: How would LSPs prefer to receive information and support; through guidance, toolkits, sign-posting to existing information, practical learning opportunities etc?

Through Local Councils and key partners from the private and voluntary/community sectors.

34: How can LSPs ensure that adequate learning and support provision is available to build the capacity of communities to engage with the LSP and its partners at the various levels?

Through capacity building and the development of a coherent approach to these issues

35: What learning or development do you feel is required by LSPs in order to delivery sustainable communities that embody the principles of sustainable development at the local level?

Through capacity building, the development of a coherent approach to these issues and shared engagement via partnership mechanisms.

AGENDA MANAGEMENT SHEET

Name of Committee	**Cabinet**
Date of Committee	**23 February 2006**
Report Title	**Fairer Charging – Care at Home Services**
Summary	This report, in response to advice contained in the performance assessment report from CSCI and the 2004/05 Strategic Review of Older People, sets out a proposal for a revised charging policy options as a basis for consultation.
For further information please contact:	Martin Jones Head of Resources Management Tel: 01926-412083 **_martinpjones@warwickshire.gov.uk_**
Would the recommendation decision be contrary to the Budget and Policy Framework? [please identify relevant plan/budget provision]	No. Cabinet is invited to approve new policy options as a basis for further consultation only at this stage.
Background papers	Department of Health Guidance: "Fairer Charging Policies for Home Care and other Non Residential Social Services". Reports to Cabinet (27 February 2003 & 13 March 2003) - "Implementation of a Fairer Charging Policy for Home Care and other Non Residential Social Services". Report to Social Care & Welfare Overview & Scrutiny Committee – 20 January 2004 – "Implementation of Fairer Charging – Progress Report". Report to Cabinet – 2 February 2006 – "Star Rating Action Plan".

CONSULTATION ALREADY UNDERTAKEN:-   Details to be specified

Other Committees	☐	....
Local Member(s)	☐	
Other Elected Members	☐	....
Cabinet Member	☒	Cllr Colin Hayfield, Adult and Community Services
Chief Executive	☐	....
Legal	☒	Jane Pollard, Assistant County Solicitor
Finance	☐	....
Other Chief Officers	☐	....
District Councils	☐	....
Health Authority	☐	....
Police	☐	....
Other Bodies/Individuals	☐	....

FINAL DECISION   No

SUGGESTED NEXT STEPS: Details to be specified

Further consideration by this Committee	☒	A recommended revised charging policy will be brought to Cabinet following a statutory consultation exercise.
To Council	☐	....
To Cabinet	☐	....
To an O & S Committee	☒	Adult & Community Services Overview and Scrutiny.
To an Area Committee	☐	....
Further Consultation	☒	Council has a statutory duty to consult on changes proposed to its charging policy for non-residential social care services.

Cabinet – 23 February 2006

Fairer Charging – Care at Home Services

Report of the Interim Director Adult Social Care

Recommendations

That Cabinet:

1)   Notes the issues highlighted by the Commission for Social Care Inspection regarding the Council's existing approach to care at home charges.

2)   Approves the proposed revised charging policy options as a basis for a statutory consultation exercise.

3)   Notes that the feedback from the consultation exercise and a recommended revised charging policy will be reported to a future meeting of Cabinet.

4)   Invites the relevant scrutiny committee to consider the consultation response and advise on further progression of the revised charging policy framework.

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1.   Introduction

1.1.   The Council budgets to collect £2.4 million per annum from charges made for the home care services that it provides or arranges. The Council's existing charging policy for home care has been in place since April 2003. Whilst, strictly, the existing charging policy is compliant with statutory guidance, the advice in the Strategic Review of Older People Services undertaken by Dame Yve Buckland which reported to Cabinet in June 2005 was that it should be revised and simplified

1.2.   There were particular concerns within the Strategic Review which concluded that the local approach not as equitable as it could be and that revision and simplification was needed. These conclusions were endorsed during the assessment of the Council's performance in providing adult social care by the Commission for Social Care Inspection (CSCI) during the 2005 year.

1.3.   Cabinet, at its meeting of 2 February 2006, considered a report setting out a short and medium term action plan to improve the Council's performance rating in this area. This included a review of the Council's charging policy which is required to incorporate a statutory consultation exercise.

1.4.   This report outlines the need for change and proposes a revised framework as a basis for further consultation with users preparatory to scrutiny consideration and executive determination.

2.   'Fairer Charging' Guidance

2.1.   Councils have a discretionary power to charge for non-residential social care services. This is a separate power from that which governs charging for residential care for which statutory guidance on how to charge is largely prescriptive. In October 2002, new regulations came into force that set out certain conditions to which Councils must adhere when charging service users for non-residential services. This guidance is commonly referred to as 'Fairer Charging'. Its principal aims were two fold: to secure a measure of geographical consistency in basis for care at home charges and ensure that after contributing towards personal care costs people still had enough to live on. The guidance requires that:

* charges collected should not reduce service user's income below a defined threshold equal to the basic levels of 'Income Support plus 25%'
* account should also be taken of any additional costs of disability for each service user
* welfare benefits advice should be provided when charges are assessed
* charges are reviewed

2.2.   The minimum income guarantee that the Fairer Charging guidance determines can be increased by Councils over and above the 'Income Support plus a 25%' buffer.

2.3.   All Councils charging for non-residential services are required to adhere to this guidance. This ensures there is consistency across authorities in the means test that is applied to determine minimum income guarantees to service users. However, the levels at which Councils set charges continues to vary, which will reflect local needs and circumstances, subject to the Fairer Charging ceilings that apply.

2.4.   The guidance also requires Councils to keep their frameworks under review. The recent assessment suggests that it would be timely to do so now consistent with the Council's approach of balancing the costs between service users and council tax payers and to keep local arrangements fully up to date.

3.   The Council's Charging Policy

3.1.   The Council charges for home care on the basis of those hours that are planned to be delivered each week using a system of banded rates as follows:

	£
Less than 2 hours	4.83
2 hours but less than 4	9.70
4 hours but less than 6	19.07
6 hours but less than 8	28.05
8 hours but less than 10	36.92
10 hours but less than 12	39.21
12 hours but less than 14	45.80
More than 14 hours (increase in bands of 2 hours) – for each band an extra	13.52

3.2.   A system of banded rates has been used since the new charging framework was adopted. This was partly due to the intention at that time to provide for some consistency in the level of charges that individual service users experienced. It can be seen that the average hourly rates across bands are inconsistent

3.3.   The lack of a consistent hourly rate across charging bands and the continued policy of charging on planned hours, albeit with charges being waived when actual hours fall significantly, are the reasons that the Council's existing policy is seen as being in need of updating. This is accepted and the task is to align more fully with national guidance and to make it easier for people to understand.

3.4.   The Council recovers contributions (subject to the minimum income guarantee provided by Fairer Charging), according to planned hours and not those that are actually delivered. The current policy does, however, ensure that when a service user's actual hours delivered in a week fall below 50% of those planned, any charge for that week is waived. Changing this arrangement is not easy. This is because the Council does not yet have electronically based systems for recording actual hours delivered by home care staff (directly employed or contracted) that can be easily integrated with charging systems. The alternative is manual adjustment which would be time consuming, expensive, and likely to lead to delays.

3.5.   There are plans to develop and introduce electronic time recording systems. Such systems are not expected to be in place in the forthcoming year. The technology is still in development and the experience of some councils has been that there can be consumer resistance to use of telephone based systems. In the interim the Council can reasonably continue with an approach based on planned hours subject to adjustments, in specified circumstances where the service has not be received.

3.6.   It is also worth noting that the average hourly rate (weighted by actual planned packages charged for) is currently £3.69. This falls well below the calculated average cost to the Council of providing one hour of home care of £13.59. Hence, for those people who can afford to pay, the Council supports approximately 73% of the cost of care. Any continuation of support at this level needs careful consideration. In particular, there is a need to be alert to risks of pressure for intensive home care packages when care might be more appropriately given in a care home or extra care housing setting offering 24 hour care.

4.   A Proposed Revised Charging Policy Framework

4.1.   The Fairer Charging guidance issued by the Department of Health requires Councils who review their charging policies to undertake a formal consultation exercise. Appendix A to this report provides a draft set of principles that are proposed as underpinning any new charging policy.

4.2.   More specifically, the proposed changes for the Council's charging policy, upon which consultation is required, are as follows:

- increase the minimum income guarantee above the minimum threshold prescribed in statutory guidance, or

- discontinue care at home charges for people in receipt of income support or the Guarantee Credit of Pension Credit.

- discontinue the system of banded rates

- adjust the level of support met by the Council whilst at the same time ensuring everyone receiving care at home services gets a measure of support from the council

- operate an hourly rate for home care cost recovery that reflects a set proportion of the cost of care at home

- continue to apply a threshold for savings/capital above which service users would be automatically assessed to pay this full hourly rate

- consider a separate hourly rate derived from reduced council contribution to avoid for users in receipt of an intensive home care package arranged where care needs are assessed as being best met in a care home

- charge users on the basis of care delivered but continue to ensure flexibility within the system so as to avoid over proliferation of variations in weekly charges for individuals

- re-alignment of any maximum weekly charge with the cost to the Council of providing residential care

4.3. Income Support has now been replaced by a new system of Guaranteed Credit, but this still allows for the intended threshold to be provided for within the means test that the Council performs. The Council's Anti-Poverty Strategy invites the Council to consider making the community care services free to more low-income service users. This invitation should now be taken up. People not liable to cost recovery in this group, would still receive benefits advice. It can be done in one of two ways:

- ✓ Deciding not to levy charges at all;
- ✓ Use of an extended "buffer" to take people out of charging.

4.4. For illustration, the extension of the existing buffer from 'Income Support plus 25%' to 'income support plus 40%', would provide a free service to approximately 600 additional service users. Both options can be consulted on. Under the first people would not be means tested but would still have access to benefits advice. Under the second option means testing would still be involved.

4.5. Appendix B to this report provides a set of exemplifications of how the proposed changes to the Council's charging policy would affect individual services users, depending on their individual circumstances. It is proposed that worked examples will be required to ensure that the consultation exercise is made meaningful. It is important to stress however that the rates used are illustrative only at this point and would be influenced by the consultation exercise itself.

4.6. The effect of the implementation of the options proposed on existing service users is summarised in Appendix C to this report. It can be seen that the effect of each option proposed is to increase the numbers of service users who receive a free service, but that people who are not on lowest incomes are required to contribute at higher levels. The expected income yield for each option is broadly consistent.

5   The Benefits of the New Approach

The benefits of the new approach are:

- ✓ The Council can show it has kept its approach under review
- ✓ The concerns raised by external assessors are responded to effectively
- ✓ More people on low incomes are no longer required to contribute towards the cost of community care services (this does not apply to meals, transport etc which are an element of the cost of daily living and recognised to be different in the guidance)
- ✓ The system should be easier to understand and to promote
- ✓ Everyone gets some support with their care costs
- ✓ Perverse incentives are avoided between different care settings

5. Consultation Exercise

6.1.   Prior to implementing revisions to its charging policy, the Council is required to consult interested parties. This is a requirement determined within statutory guidance.

6.2.   Notwithstanding this requirement, it will be necessary to consult both service users and a representative sample of Council tax payers in order for the Council to reach an informed conclusion about the balance of contributions to the cost of care between consumers and tax-payer which is appropriate.

6.3.   It is proposed to consult all service users on options proposed in this report. Separate consultation will be undertaken involving interest groups, including the voluntary sector, and through the Council's Citizen's Panel.

6.4.   Results of consultation will be considered by the Adult and Community Overview and Scrutiny Committee prior to the final recommended option for charging being brought back to Cabinet for approval.

MICHAEL HAKE
Interim Director of Adult Social Care
Shire Hall
Warwick

23 January 2006

DRAFT POLICY

WARWICKSHIRE ADULT SOCIAL CARE SERVICES
CHARGING POLICY PRINCIPLES

This paper outlines our approach to charging for care.

1.   GENERAL PRINCIPLES

As a Council, and as part of our commitment to promoting independence, well being and choice, we aim to ensure fair arrangements are in place for care charges. All care charges will:

✓ Be in line with national guidance and regulations; and,

✓ Allow for agreed extra costs of disability where disability benefits are received; and:

   o Be easy to understand and follow;
   o Be worked out consistently, correctly and in a timely manner;
   o Be confirmed in writing and normally in advance;

✓ Reflect care priorities of the Council and the needs it seeks to meet;

✓ Avoid distortions or disincentives that might otherwise affect the choice of care services or the outcome of care for individuals.

✓ Be applied sensitively and reflect individual privacy and dignity

✓ Be kept under regular review

✓ Share the cost fairly between service users and council taxpayers;

✓ Ensure consistency with our anti-poverty strategy

2.   ASSESSMENT OF CARE NEEDS

Publicly funded social care services may be provided only once a care assessment has been completed and agreed by a care manager employed or approved by the Council.

No charge will be made for care assessments by care managers.

Care assessments will reflect our responsibilities and Fair Access priorities for help in meeting social care needs. These are set out in the local Long Term Care Charter.

3.   FINANCIAL ASSESSMENT

All care help is subject to an individual financial assessment to determine ability to pay any care charges where these apply.

Direct Payments will be made having allowed for any care charges payable.

Warwickshire Adult Social Care – Charging Policy 2006

4. CUSTOMER SENSITIVITY

Specialist staff will normally undertake financial assessments and benefits advice work and not the care manager who makes the assessment of care needs.

We will seek to minimise any possible sense of intrusion or embarrassment subject to the need for an accurate and complete financial assessment based on a confidential, complete and proper disclosure of circumstances in every case.

5. FINANCIAL HARDSHIP

No one should be excluded from receiving assessed care services to meet essential needs because they lack money to pay care charges from income or savings.

If charges for care result in financial difficulty we will always look at them with the individual and see what can be done.

Deferred care charges may be possible in some cases.

6. CARE CHARGES

Care charges will be based on the number of care hours or services planned to be provided during a particular week. This will include a "variation" factor to allow for some care sessions being marginally longer or shorter than planned in some weeks.

All care charges will be calculated against the defined cost of providing that care to the Council for the relevant period.

No care charge should be greater than the value of the service provided subject to any regulatory requirements.

No care charge should bear a marginal cost of collection more than the income generated.

All care charges are normally payable from the first day of service and in some cases at the time the service is delivered.

7. NOTIFICATION OF INDIVIDUAL CARE CHARGES

Every service user paying care charges should have a clear understanding of the likely maximum amount payable before receiving a service and the entitlement to any financial assessment that would reduce that amount where such an arrangement applies.

Appropriate information will be included in relevant literature and confirmed in writing.

8. **REGULAR REVIEW/UPRATING**

All charges will be kept under periodic review.

Certain care charges will increase automatically in line with the:

✓ rate of inflation used by Government to up-rate state benefits for inflation. The up rating of the State Retirement Pension will normally be used for this purpose; and/or
✓ increases in the defined care costs subject to the maximum care charge

All people paying care charges may expect to receive one month's notice of changes to their individual care charges that arise from up rating or change to the charging framework

9. **MINIMUM INCOME GUARANTEE LEVEL**

No one, as a result of care charges, will be left with a disposable income [including use of any notional income from savings where this applies] that falls below the minimum disposable income levels we have set based on relevant government guidance for non-residential and residential charges.

[Note: This provision does not apply to meals and refreshments at day centres, clubs or received in the home or to travel, outings and trips we may arrange or where a charge is fixed by regulation or does not relate to social care. Full cost recovery will normally apply to provision of meals.]

10. **DEFINED CARE COSTS**

To ensure flexibility and choice in care all non-residential care charges will be based on a defined cost of care to the Council appropriate to the care service being provided. The defined cost will use the notional average cost and will take into account all relevant factors and costs the Council has to meet but not the cost of care assessment.

Defined care costs at a Care Home will reflect the cost of the place to the Council and will normally be the price the Council "usually expects to pay". The defined care cost will be uprated annually at the same time as implementation of benefit changes to reflect movement in costs.

Each non-residential care service will be regarded as a separate service and will have its own defined care cost for the purpose of calculating care charges.

Full cost recovery will apply to meals services.

11. **PERCENTAGE CONTRIBUTIONS**

Care at home charges will be based on individual ability to pay using a percentage of the "defined cost".

In some cases the Council may apply full cost recovery.

No care charge to individuals may be greater than the defined cost of social care service provided unless specified by regulation.

Warwickshire Adult Social Care – Charging Policy 2006

12. DISABILITY COSTS

Account will be taken of the additional costs of disability including the cost of privately arranged disability services to meet elements of assessed care needs having regard to guidelines issued by the Department of Health.

We will also take into account income received from disability benefits.

For privately arranged care disability expenditure is limited to the level of service that we would have bought to meet assessed needs.

The costs for additional levels of service would not be a factor to be used in assessing care charges for services we buy in terms of minimum income.

We will disregard assistance at night elements of relevant benefits and any expenditure associated with night care as we do not normally provide social care night care services.

Where payment is made for help or support but appears to be a means of reducing disposable income to avoid care charges we reserve the right to disallow such costs. A right of review will be available under our hardship procedure if this happens.

13. CONSULTATION

Before significant changes to this policy or to care charges generally are made we will consult on and publicise any proposals for change.

People paying charges are welcome, at any time, to comment on arrangements for care charging.

14. BENEFITS ADVICE

Users of social care services will receive advice on benefits to which they may be entitled and receive advice and/or help in applying for them.

When requested or where it seems more appropriate we will put people in touch with relevant advice agencies where they wish to receive independent advice on entitlement to benefits or a financial assessment we have made.

This charging policy is consistent with the overall approach within the Council's Anti Poverty Strategy

15. LINKS TO LONG TERM CARE CHARTER

This policy will be included in and form part of the Warwickshire Long Term Care Charter.

Cmh/090106.

Proposals for Changes to Charges - Warwickshire

APPENDIX B

Current All services Users assessed, ISAA + 25%, Charge at Banding Levels, Capital over £20,500 = Full Charge

Proposal A Those in receipt of IS/GC exempt from charging, ISAA + 25%, Charge @ Flat Rate £9.10 per hour (or part hr)

Proposal B ISAA + 40%, Charge at Flat Rate of £9.10 per hour (or part hr) up to 18 hrs, £13.59 per hr above 18 hrs.

Income	Client A			Client B		
	Current	**Proposal A**	**Proposal B**	**Current**	**Proposal A**	**Proposal B**
SRP	£104.72	£104.72	£104.72	£85.60 Inc Ben	£85.60	£85.60
Occ Pen	£27.83	£27.83	£27.83	£15.60	£15.60	£15.60
DLA/AA	£0.00	£0.00	£0.00	£16.05	£16.05	£16.05
IS/GC	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Savings	£5,480.00	£5,480.00	£5,480.00	£24,580.00	£24,580.00	£24,580.00
Tariff Inc.	£0.00	£0.00	£0.00	£49.00	£49.00	£49.00
Total Income	**£132.55**	**£132.55**	**£132.55**	**£166.25**	**£166.25**	**£166.25**

Housing Costs & DRE						
Rent/Mortgage	£0.00	£0.00	£0.00	£6.21	£6.21	£6.21
Council Tax	£0.00	£0.00	£0.00	£2.15	£2.15	£2.15
DRE	£0.00	£0.00	£0.00	£3.47	£3.47	£3.47
Total Expense	**£0.00**	**£0.00**	**£0.00**	**£11.83**	**£11.83**	**£11.83**

IS/GC Plus Buffer	**£136.81**	**£136.81**	**£153.23**	**£113.69**	**£113.69**	**£136.43**

Calc of Avail Income						
Income	£132.55	£132.55	£132.55	£166.25	£166.25	£166.25
Less:						
Housing Costs & DRE	£0.00	£0.00	£0.00	£11.83	£11.83	£11.83
IS/GC Plus Buffer	£136.81	£136.81	£153.23	£113.69	£113.69	£136.43
Avail. for Charging	**-£4.26**	**-£4.26**	**-£20.68**	**£40.73**	**£40.73**	**£17.99**

Service Received:	Hrs	Total	Hrs	Total	Hrs	Total	Hrs	Total	Hrs	Total	Hrs	Total
Banding System	7	£28.05					13	£45.80				
£9.10 per hour		£0.00	7	£63.70	7	£63.70			13	£118.30	13	£118.30
13.59 per hour		£0.00		£0.00		£0.00						

Max Charge	**£28.05**	**£63.70**	**£63.70**	**£45.80**	**£118.30**	**£118.30**

ACTUAL CHARGE =	**NIL**	**NIL**	**NIL**	**£40.73**	**£40.73**	**£17.99**

Proposals for Changes to Charges - Warwickshire

APPENDIX B

Current All services Users assessed, ISAA + 25%, Charge at Banding Levels, Capital over £20,500 = Full Charge

Proposal A Those in receipt of IS/GC exempt from charging, ISAA + 25%, Charge @ Flat Rate £9.10 per hour (or part hr)

Proposal B ISAA + 40%, Charge at Flat Rate of £9.10 per hour (or part hr) up to 18 hrs, £13.59 per hr above 18 hrs.

Income	Client C			Client D		
	Current	**Proposal A**	**Proposal B**	**Current**	**Proposal A**	**Proposal B**
SRP	£98.35	£98.35	£98.35	£0.00	£0.00	£0.00
Occ Pen	£38.62	£38.62	£38.62	£0.00	£0.00	£0.00
DLA/AA	£0.00	£0.00	£0.00	£40.55	£40.55	£40.55
IS/GC	£0.00	£0.00	£0.00	£135.10	£135.10	£135.10
Savings	£20,120.00	£20,120.00	£20,120.00			
Tariff Inc.	£31.00	£31.00	£31.00	£0.00	£0.00	£0.00
Total Income	**£167.97**	**£167.97**	**£167.97**	**£175.65**	**£175.65**	**£175.65**
Housing Costs & DRE						
Rent/Mortgage	£0.00	£0.00	£0.00	£0.00		£0.00
Council Tax	£12.41	£12.41	£12.41	£0.00		£0.00
DRE	£0.00	£0.00	£0.00	£0.00		£0.00
Total Expense	**£12.41**	**£12.41**	**£12.41**	**£0.00**	**£0.00**	**£0.00**
IS/GC Plus Buffer	**£136.81**	**£136.81**	**£153.23**	**£113.69**		**£127.33**
Calc of Avail Income						
Income	£167.97	£167.97	£167.97	£175.65		£175.65
Less:						
Housing Costs & DRE	£12.41	£12.41	£12.41	£0.00		£0.00
IS/GC Plus Buffer	£136.81	£136.81	£153.23	£113.69		£127.33
Avail. for Charging	**£18.75**	**£18.75**	**£2.33**	**£61.96**	**£0.00**	**£48.32**

Service Received:	Hrs	Total	Hrs	Total	Hrs	Total	Hrs	Total	Hrs	Total	Hrs	Total
Banding System	9	£36.92					10	£39.21				
£9.10 per hour			9	£81.90	9	£81.90					10	£91.00
13.59 per hour												

Max Charge	**£36.92**	**£81.90**	**£81.90**	**£39.21**	**£0.00**	**£91.00**
ACTUAL CHARGE	**£18.75**	**£18.75**	**£2.33**	**£39.21**	**EXEMPT**	**£48.32**

Proposals for Changes to Charges - Warwickshire

APPENDIX B

Current   All services Users assessed, ISAA + 25%, Charge at Banding Levels, Capital over £20,500 = Full Charge

Proposal A   Those in receipt of IS/GC exempt from charging, ISAA + 25%, Charge @ Flat Rate £9.10 per hour (or part hr)

Proposal B   ISAA + 40%, Charge at Flat Rate of £9.10 per hour (or part hr) up to 18 hrs, £13.59 per hr above 18 hrs.

Income	Client E			Client F		
	Current	**Proposal A**	**Proposal B**	**Current**	**Proposal A**	**Proposal B**
SRP	£91.20	£91.20	£91.20	£90.17	£90.17	£90.17
Occ Pen	£57.93	£57.93	£57.93	£0.00	£0.00	£0.00
DLA/AA	£40.55	£40.55	£40.55	£40.55	£40.55	£40.55
IS/GC	£0.00	£0.00	£0.00	£59.43	£59.43	£59.43
Savings	£10,105.00	£10,105.00	£10,105.00	£2,915.45	£2,915.45	£2,915.45
Tariff Inc.	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Total Income	**£189.68**	**£189.68**	**£189.68**	**£190.15**	**£190.15**	**£190.15**
Housing Costs & DRE						
Rent/Mortgage	£0.00	£0.00	£0.00	£0.00		£0.00
Council Tax	£0.00	£0.00	£0.00	£0.00		£0.00
DRE	£28.02	£28.02	£28.02	£38.49		£38.49
Total Expense	**£28.02**	**£28.02**	**£28.02**	**£38.49**	**£0.00**	**£38.49**
IS/GC Plus Buffer	**£136.81**	**£136.81**	**£153.23**	**£136.81**		
Calc of Avail Income						
Income	£189.68	£189.68	£189.68	£190.15		£190.15
Less:						
Housing Costs & DRE	£28.02	£28.02	£28.02	£38.49		£38.49
IS/GC Plus Buffer	£136.81	£136.81	£153.23	£136.81		£153.23
Avail. for Charging	**£24.85**	**£24.85**	**£8.43**	**£14.85**	**£0.00**	**-£1.57**

Service Received:	Hrs	Total	Hrs	Total	Hrs	Total	Hrs	Total	Hrs	Total	Hrs	Total
Banding System	8.5	£36.92					3.5	£9.70				
£9.10 per hour			8.5	£81.90	8.5	£81.90			3.5	£36.40	3.5	£36.40
13.59 per hour										£0.00		£0.00
Max Charge	**£36.92**		**£81.90**		**£81.90**		**£9.70**		**£36.40**		**£36.40**	

ACTUAL CHARGE	**£24.85**	**£24.85**	**£8.43**	**£9.70**	**EXEMPT**	**NIL**

Proposals for Changes to Charges - Warwickshire

<div align="right">

APPENDIX B

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Current   All services Users assessed, ISAA + 25%, Charge at Banding Levels, Capital over £20,500 = Full Charge

Proposal A   Those in receipt of IS/GC exempt from charging, ISAA + 25%, Charge @ Flat Rate £9.10 per hour (or part hr)

Proposal B   ISAA + 40%, Charge at Flat Rate of £9.10 per hour (or part hr) up to 18 hrs, £13.59 per hr above 18 hrs.

Income	Client G			Client H		
	Current	**Proposal A**	**Proposal B**	**Current**	**Proposal A**	**Proposal B**
SRP	£87.93	£87.93	£87.93	£93.45	£93.45	£93.45
Occ Pen	£53.66	£53.66	£53.66	£32.65	£32.65	£32.65
DLA/AA	£40.55	£40.55	£40.55	£40.55	£40.55	£40.55
IS/GC	£0.00	£0.00	£0.00	£1.15	£1.15	£1.15
Savings	£15,468.00	£15,468.00	£15,468.00	£19,560.00	£19,560.00	£19,560.00
Tariff Inc.	£12.00	£12.00	£12.00	£29.00	£29.00	£29.00
Total Income	**£194.14**	**£194.14**	**£194.14**	**£196.80**	**£196.80**	**£196.80**
Housing Costs & DRE						
Rent/Mortgage	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Council Tax	£14.42	£14.42	£14.42	£0.00	£0.00	£0.00
DRE	£8.65	£8.65	£8.65	£5.62	£5.62	£5.62
Total Expense	**£23.07**	**£23.07**	**£23.07**	**£5.62**	**£5.62**	**£5.62**
IS/GC Plus Buffer	**£136.81**	**£136.81**	**£153.23**	**£136.81**	**£136.81**	**£153.23**
Calc of Avail Income						
Income	£194.14	£194.14	£194.14	£196.80	£196.80	£196.80
Less:						
Housing Costs & DRE	£23.07	£23.07	£23.07	£5.62	£5.62	£5.62
IS/GC Plus Buffer	£136.81	£136.81	£153.23	£136.81	£136.81	£153.23
Avail. for Charging	**£34.26**	**£34.26**	**£17.84**	**£54.37**	**£54.37**	**£37.95**

Service Received:	Hrs	Total	Hrs	Total	Hrs	Total	Hrs	Total	Hrs	Total	Hrs	Total
Banding System	12	£45.80					20	£99.88				
£9.10 per hour			12	£109.20	12	£109.20			18	£163.80	18	£163.80
13.59 per hour									2	£27.18	2	£27.18

	Client G Current	Client G Proposal A	Client G Proposal B	Client H Current	Client H Proposal A	Client H Proposal B
Max Charge	£45.80	£109.20	£109.20	£99.88	£190.98	£190.98
ACTUAL CHARGE =	£34.26	£34.26	£17.84	£54.37	**EXEMPT**	£37.95

COMPARISON OF OPTIONS

a) **Existing Charging Policy**

Users receiving service free of charge	833	26.8%
Users whose charge is capped by Fairer Charging	368	11.8%
Users who have disposable income after charges	1,105	35.5%
Users paying full charge	804	25.9%
	3,110	

b) **Apply current Fairer Charging Matrix (IS + 25%) to an hourly rate charge of £9.10 (33% subsidy on PAF Indicator Cost of £13.59), but exclude users who receive Income Support/Guarantee Credit from the process (1,429 – 45.9% of users).**

Users receiving service free of charge	1,913	61.5%
Users whose charge is capped by Fairer Charging	240	7.7%
Users who have disposable income after charges	153	4.9%
Users paying full charge	804	25.9%
	3,110	
Users benefiting from a reduced charge	1,092	35.1%
Users who are unaffected by the change	953	30.6%
Users paying an increased charge	1,065	34.2%
	3,110	

c) **Apply an enhanced Fairer Charging Matrix (IS + 40%) to an hourly rate charge of £9.10 up to 18 hours per week, but charge £13.59 for additional hours**

Users receiving service free of charge	1,453	46.7%
Users whose charge is capped by Fairer Charging	748	24.1%
Users who have disposable income after charges	105	3.4%
Users paying full charge	804	25.9%
	3,110	
Users benefiting from a reduced charge	1,146	36.8%
Users who are unaffected by the change	833	26.8%
Users paying an increased charge	1,131	36.4%
	3,110	

AGENDA MANAGEMENT SHEET

Name of Committee	**Cabinet**
Date of Committee	**23 February 2006**
Report Title	**Fair Access to Care Services (FACS) - A Well-Being Threshold**

Summary

The paper builds on earlier work considered through the scrutiny process and proposes that the eligibility threshold for Adult Social Services, as set out in the FACS Framework, should be modernised to embrace the well-being agenda being pursued by Government. The implementation would be project managed in line with available resources determined through the Council's corporate budget process.

For further information please contact:

Michael Hake
Interim Director
Adult Social Care
Tel: 01926 412198

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

No

Background papers

Local Authority Circular (LAC) 2002 13. Reports to Cabinet 13 March 2003, 20 November 2003 and 24 June 2004, 8 December 2005, 12 February 2006.

CONSULTATION ALREADY UNDERTAKEN:-   Details to be specified

Other Committees	☐	
Local Member(s)	☐	
Other Elected Members	☐	
Cabinet Member	☒	Cllr Colin Hayfield, Adult and Community Service
Chief Executive	☐	
Legal	☒	Jane Pollard, Assistant County Solicitor, Legal Services

Finance	☒	David Clarke, County Treasurer
Other Chief Officers	☐	
District Councils	☐	
Health Authority	☐	
Police	☐	
Other Bodies/Individuals	☐	

FINAL DECISION *No*

SUGGESTED NEXT STEPS: Details to be specified

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

Cabinet – 23 February 2006

Fair Access To Care Services (FACS) Well-being Threshold

Report of the Interim Director Adult Social Care

Recommendations

That the Cabinet:

(1)   Approves the proposed changes to Fair Access criteria as submitted to enable the Council to develop, in partnership where appropriate, a co-ordinated low intensity support service,[*A Bit of Help*] with special reference to older people,

(2)   Invite the Adult and Community Overview and Scrutiny Committee to monitor the development and implementation of new arrangements for low intensity support and advise Cabinet on progress as appropriate

(3)   Note the financial implications of change and the ability to meet them within relevant approved budgets for 2006/07.

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1.   Introduction

1.1   Fair Access to Care Services (FACS) introduced in April 2003 a new national framework for eligibility for adult social care services which was made up of four bands of eligibility: Critical (High), Substantial, Moderate and Low. The Cabinet decision in March 2003 was that the eligibility threshold in Warwickshire should be below the Substantial and above the Moderate bands. Cabinet decided in October 2004 to retain the eligibility threshold at that same level. A recent survey of local authorities in the West Midlands revealed that eight out of nine authorities have the same eligibility threshold as Warwickshire. There is one authority that has its threshold set to include the moderate band, but is considering whether to raise it to substantial. Two of the authorities with thresholds at the substantial band raised their thresholds from moderate this year.

1.2   As part of the process of public service reform, the Government outlined a series of ideas for the modernisation of adult social care in its Green Paper, Independence, Well-Being and Choice. A Member seminar on this issue was held in July 2004 and in October scrutiny considered options around current thresholds for care services. The Office of the Deputy Prime Minister has also promoted the use of low intensity support services to help tackle social exclusion amongst older people. This suggests a more innovative approach is needed to low intensity support and one authority in the West Midlands has moved strongly in this direction over the last two years with appropriate recognition of its performance by CSCI.

The most recent Council performance assessment confirms the need for a new approach that will:

- ✓ enhance the ability to deliver a welfare and well-being agenda locally within the resources available,
- ✓ use the synergy offered by the structure of the Adult, Health and Community Services directorate
- ✓ receive recognition within the social care performance assessment framework on the relevant indicators.

It is now evident that new approach to Fair Access criteria is now needed that will enable the Council to embrace both the "welfare" and "well-being" dimensions of fair access and to do so in a way that secures appropriate recognition within the performance assessment framework [PAF] used to assess Council performance.

2. Promoting Independence and Well-Being

2.1 There has been a growing emphasis in Government policy and consultation documents on the importance of shifting the emphasis from meeting the most serious and immediate needs to also meeting needs at an earlier stage with a view to preventing deterioration and enabling people to remain in their own homes for as long as possible.

2.2 The report "All Our Tomorrows: Inverting the Triangle of Care" was published by the ADSS and Local Government Association in October 2003. The report suggests that there needs to be a rebalancing of service provision from a model which focuses most resources on those with the most severe needs, to one which gives a higher priority to preventative services and which encompasses a broad community strategy involving partnerships with a wide range of agencies.

2.3 The Green Paper "Independence, Well-Being and Choice" (March 2005) suggested a greater focus on preventative services to allow for early, targeted interventions and to ensure greater social inclusion and improved quality of life. The paper draws on the "All Our Tomorrows" report and endorses that model. The Green Paper also recognised that many Council had not been able to move forward strongly on well-being issues allied to social care and that such services were sometimes seen as relatively low levels of priority for additional resources.

2.4 Warwickshire's Strategic Review of Older People's Services which was considered by Cabinet on the 16 June 2005 echoed the themes of the "All Our Tomorrows" report and the Green Paper "Independence, Well-Being and Choice". It proposed a corporate and multi-agency approach to meeting the needs of older people, including a greater emphasis on a preventative approach.

2.5   The Office of the Deputy Prime Minister has also encouraged councils to support "that bit of help" to enable people to remain independently and safely within their own homes [November 2005]. In January 2006 the CSCI report to Parliament on the State of Social Care in England [2006] has emphasised the contribution low intensity support can make both to promotion of independence and well being and in the management of need for more intensive social care support in the future. The recently published "Sure Start to Later Life – ending inequalities for older people" [2006] is equally supportive of the development of low intensity support services and their contribution to independence and well-being.

3.   Fair Access to Care Criteria [FACS]

3.1   The Council's FACS eligibility criteria are set out in the matrix in Appendix 1. They are fully consistent with the guidance of the Department of Health framework and the wording to be used to ensure national consistency in definitions. The eligibility criteria have to be applied to all adult social care user groups involving the provision of publicly funded care and support. The application of the eligibility criteria involves an assessment of the risk to the person's independence and well being posed by their needs.

3.2   The different bandings reflect the extent and urgency of those needs. The top two bands include higher risk factors which are not present in the lower two bands including health and other life threatening conditions (Critical band only), choice/control over environment and abuse. The Moderate and Low bands are focus on personal care, support systems and involvement in work/education, and social roles and responsibilities. As such, they link closely to the concept of "well-being".

3.3   The current situation is that generally speaking the resources available to Social Services are only sufficient to meet the needs at a Critical or Substantial level. Some resources are available for   well-being services which are, in the main, commissioned through the Community and Voluntary Sector. For services to count for performance purposes there needs to be an assessment, plan and review mechanism.

For low intensity needs assessment, planning and review can be much simpler and include use of needs requiring high intensity support. Developing a well being approach also requires a more innovative and integrated approach to care and support. This may involve more traditional care, practical help with supporting people style activity that links across different dimensions of quality of life. Promotion of well being suggests a need to focus on needs which are a less immediate risk to independence where lower level interventions could prevent or delay that risk increasing and make it easier to get in touch should needs increase.

4.   Proposed Social Care and Well Being Thresholds

4.1   It is proposed that, as from 1 June 2006 the Council applies two thresholds for access They are:

- ✓ High Intensity [Social Care] Threshold
- ✓ Low Intensity [Well Being] Threshold

The threshold for High Intensity Services will remain as it is. Access to high intensity social care services will continue to priorities people with critical and substantial social care needs as set out in Appendix One. The maintenance of this threshold will ensure that those most in need of social care continue to receive it and that supply and demand for care is kept in broad balanced. To reinforce best practice within adult social care and assure consistency in decision making quality audit mechanisms will reviewed.

4.2   ✓ The new "well-being" threshold would apply to the moderate and low categories of needs as set out in the Fair Access criteria. Entitlement to low intensity support does not carry with it automatic entitlement to high intensity support where the current threshold will continue to apply. What it does mean is that should such needs arise people would be known to the Council and the ability to respond to changed circumstances would be enhanced.

4.3   People would be eligible for support where an assessment has identified that:

- ✓ Their needs for support to remain independent are likely to continue or to become greater within the foreseeable future
- ✓ Without support of some kind there would be an increased risk for high intensity community care services which the provision of support would ameliorate.
- ✓ The needs identified risk generating unsustainable pressure on principal carers and any weakening or breakdown in such support could result in a requirement for high intensity services.

4.4   If approved, in the period in the run up to 1 June 2006 work will continue on the co-ordination of existing separate services to bring them into a "pick and mix" scheme whereby following a simple assessment people can sign up to a range of low intensity social care and supporting people services, summarised in a brief care plan, that will help them to remain independent. This work would be underpinned by appropriate staff briefing. The arrangements would be subject to monitoring and annual review. As such the three key elements [assessment, plan and review] essential to qualify within the adult social care performance framework would be met.

4.5 The scheme would develop close links with Supporting People services and with district and borough council sheltered housing and support schemes. The focus will be on a real working together to meet low intensity needs in a way that matches individual needs and circumstances. The scheme would embrace use of assistive technology. The low intensity support scheme would also cover carers and as such offer recognition of their role and the ability to link into more help through a known contact point should that arise.

4.6 The proposals put forward offer a real opportunity to make early and rapid progress with the well being agenda within defined resource parameters and with appropriate use of information and communication technologies. Without progress in this area there is little prospect of improving the performance assessment of only serving some people well. With enhanced performance in this and other areas the ability to move to an assessment of serving most people well opens up to the Council. This would have implications in turn for the assessment of capacity to improve and for the Council's overall CPA rating.

5. Resourcing the Fair Access Thresholds

5.1 The introduction of the new well being threshold is expected to be resourced by five principal means:

- ✓ Co-ordination of existing resources into the new low intensity support package.
- ✓ Government grant funding for the development of assistive technology services.
- ✓ Linking into Supporting People funding for "floating support" and practical help.
- ✓ Limited additional investment from within the approved budget for Adults, Health and Community Services for 2006/07 consistent with the anticipated increase in numbers of older people.
- ✓ Investment by partner agencies in direct services agreed to be included within the "pick & mix" approach.

The precise funding mechanisms will be finalised consistent with the launch date of the new arrangements and approved policies and budgets of the Council for 2006/07. Some additional staffing will be required to take the scheme forward and will be phased in as the new services develop.

5.2. The Social Services Department had previously identified a budget bid, considered as part of the Council's corporate budget process, which was based on lowering existing eligibility criteria from 'substantial' to 'moderate' (see Appendix 1). The estimated ultimate cost of this would have been £8.5 million. This has not proved affordable within the Council's available resources. The Council was, however, able to approve additional resources of £0.5M to take forward the well being approach outlined in this report.

5.3. The proposal outlined in this report will project managed and delivered within the approved resource parameters for the directorate.

6.   Recommendations

That the Cabinet consider this report and to:

6.1   Approve the proposed changes to Fair Access criteria as submitted to enable the Council to develop, in partnership where appropriate, a co-ordinated low intensity support service,[*A Bit of Help*] with special reference to older people,

6.2   Invite the Adult and Community Overview and Scrutiny Committee to monitor the development and implementation of new arrangements for low intensity support and advise Cabinet on progress as appropriate

6.3   Note the financial implications of change and the ability to meet them within relevant approved budgets for 2006/07.

MICHAEL HAKE
Interim Director Adult Social Care
Shire Hall
Warwick

Feb 2006

Appendix 1: Adult Services Eligibility Criteria Framework

Assessment of risk is based on maintaining an individual's independence over time. A person is only eligible for services where needs are identified above the threshold, that is critical or substantial, and they need help to meet those needs. This eligibility criteria framework also applies to carers.

Key Factors Central to an Individual's Independence	Critical Risk to Independence	Substantial Risk to Independence	*THRESHOLD OF ELIGIBILITY FOR SERVICES*	Moderate Risk to Independence	Low Risk to Independence
Health & Safety including freedom from harm, abuse and neglect.	Life is, or will be threatened; and/or significant health problems have developed or will develop; and/or <u>serious</u> abuse or neglect has occurred or will occur.	Abuse or neglect has occurred or will occur.			
Autonomy and freedom to make choices.	There is, or will be, little or no choice and control over <u>vital</u> aspects of the immediate environment.	There is, or will be, only <u>partial</u> choice and control over the immediate environment.			
Ability to manage personal and other daily routines	There is, or will be, an inability to carry out <u>vital</u> personal care or domestic routines.	There is, or will be, an inability to carry out the <u>majority</u> of personal care or domestic routines.		There is, or will be, an inability to carry out <u>several</u> personal care or domestic routines.	There is, or will be, an inability to carry out <u>one or two</u> personal care or domestic routines.
Involvement in family and wider community life including paid and unpaid work, learning, volunteering, leisure and hobbies.	<u>Vital</u> involvement in work, education or learning cannot or will not be sustained. -------------------------------------- <u>Vital</u> social support systems and relationships cannot or will not be sustained. -------------------------------------- <u>Vital</u> family and other social roles and responsibilities cannot or will not be undertaken.	Involvement in <u>many</u> aspects of work, education or learning cannot or will not be sustained. -------------------------------- The <u>majority</u> of social support systems and relationships cannot or will not be sustained. -------------------------------- The <u>majority</u> of family and other social roles & responsibilities cannot or will not be undertaken.		Involvement in several aspects of work, education or learning cannot or will not be sustained. -------------------------------- <u>Several</u> social support systems and relationships cannot or will not be sustained. -------------------------------- <u>Several</u> family and other social roles & responsibilities cannot or will not be undertaken.	Involvement in <u>one or two</u> aspects of work, education or learning cannot or will not be sustained. ----------------------- <u>One or two</u> social support systems and relationships cannot or will not be sustained. ----------------------- <u>One or two</u> family and other social roles & responsibilities cannot or will not be undertaken.

AGENDA MANAGEMENT SHEET

Name of Committee	**Cabinet**
Date of Committee	**23rd February 2006**
Report Title	**The County Council's Response to Government Consultation on Planning Gain Supplement**
Summary	The Government is consulting on new prospects, and Members are asked to support the responses set out in the report.

For further information please contact	Jasbir Kaur Development Group Tel. 01926 412170 jasbirkaur@warwickshire.gov.uk	Ian Marriott Principal Solicitor Tel 01926 412018 ianmarriott@warwickshire.gov.uk

Would the recommended decision be contrary to the Budget and Policy Framework?	~~Yes~~/No
Background Papers	Consultation on the Planning Gain Supplement

CONSULTATION ALREADY UNDERTAKEN:-   *Details to be specified*

Other Committees	☐	....
Local Member(s) (With brief comments, if appropriate)	☐	....
Other Elected Members	☒	Councillor P Barnes Councillor M Jones for information Councillor P Morris-Jones
Cabinet Member (Reports to The Cabinet, to be cleared with appropriate Cabinet Member)	☒	Councillor C Saint
Chief Executive	☐	....
Legal	☒	Ian Marriott - agreed
Finance	☐	....
Other Chief Officers	☐	....

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District Councils ☐ ....

Health Authority ☐ ....

Police ☐ ....

Other Bodies/Individuals ☐ ....

FINAL DECISION **YES/~~NO~~** *(If 'No' complete Suggested Next Steps)*

SUGGESTED NEXT STEPS :

Details to be specified

Further consideration by
this Committee ☐ ....

To Council ☐ ....

To Cabinet ☐ ....

To an O & S Committee ☐ ....

To an Area Committee ☐ ....

Further Consultation ☐ ....

Warwickshire
County Council

Cabinet - 23rd February 2006

The County Council's Response to Government Consultation on Planning Gain Supplement

Report of the Strategic Director of Environment and Economy

Recommendation

That Cabinet supports the principle of planning-gain supplement and the proposed responses to consultation set out in this report.

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1. Executive Summary

1.1 The County Council currently uses S106 planning agreements to recover money directly from developers which is used to improve highways, libraries, education facilities, including sites for schools, fire and rescue and public transport and safe routes to schools. Green Travel Plans are also backed up by an obligation to provide money for the County Council to encourage more sustainable travel if the developer's Plan fails to meet its targets. Agreements are also used to achieve a range of other objectives, such as vehicle routeing and making land publicly accessible, that do not involve the payment of money but generally make the development comply with planning policies and mitigate or offset its local environmental impacts. The Government is now consulting on proposals to replace this system in part with a new Planning Gain Supplement ("PGS").

1.2 The principle of the PGS is to release part of the increase in land value created by the grant of planning permission to help finance the infrastructure needed to stimulate and service growth and ensure that local communities better share in the benefits that growth brings. It was first proposed by Kate Barker in her report on ways of improving the housing supply but would apply to all forms of development. PGS was adopted as the preferred way forward by the Chancellor of the Exchequer and ousts the "Optional Planning Charge"(essentially standardised tarrif payments) previously proposed as the way forward by Office of the Deputy Prime Minister (ODPM). The consultation is being carried out by the Treasury and ODPM jointly.

1.3 Under the Government's proposals, PGS would be collected by Her Majesty's Revenue and Customs ("HMRC"). The market value of land immediately before and after the grant of planning permission would be assessed by the landowner/developer and HMRC would doublecheck a proportion of these valuations. PGS would be a simple percentage tax on any increase in value.

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The Government has not suggested what the percentage would be but says that it would be "modest". The tax would be payable only if and when development commences and the Government floats the possibility of payment by instalments where an up front payment of the whole amount would create cash flow problems. Landowners and developers would be allowed to choose which of them would take responsibility for paying the PGS and would notify HMRC accordingly.

1.4 Householder development would be exempt and there could be exemptions or discounts for sites such as contaminated land. There might also be an exemption for small development but the consultation paper indicates that only very small development would be exempt. If development commences without PGS being paid, a stop notice would be served to halt work and the consultation paper suggests that planning authorities might be asked to carry out this enforcement.

1.5 The majority of PGS would be returned to local Government to pay for infrastructure and it seems that local authorities would have considerable freedom to decide exactly how to use the money. The Government says that local Government as a whole would receive more from PGS than it currently receives from Section 106 agreements. Part of PGS would be made available for strategic regional projects, with private sector stakeholders being involved in setting priorities. The consultation paper poses the question whether PGS should returned to areas in line with the amount collected from those areas or whether it should be redistributed in line with the need for development related infrastructure in different areas.

1.6 As a consequence of PGS, the scope of Section 106 agreements would be reduced so that they could only be used to require affordable/social housing and to tackle the impacts of a development in its immediate vicinity. There is a possibility that Section 278 agreements (where the highway authority agrees to carry out road improvements at the expense of a developer) will also be reformed.

1.7 PGS has implications for the County Council as a Minerals and Waste Planning Authority and as an Education, Traffic, Transportation and Fire and Rescue authority as well as a landowner responsible for managing and selling the assets of a public body.

2.   The Response of the County Council

2.1 Previous attempts to tax increases in land value have all come to grief, in large part because of their complexity and because efforts to avoid the taxes produced undesirable and unintended consequences. The Government hopes that PGS will succeed by being simple and by being set at a low rate. The benefits of PGS, if successfully implemented, are that:-

(i)   It will be consistent, predictable and transparent.

(ii)   The delays and expense of negotiating agreements will be reduced.

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(iii)   The pooling of revenues will allow more rational planning of infrastructure development on the part of local and regional authorities.

The disadvantages are:-

(i)   PGS will break the direct link between a specific development and local authority investment.

(ii)   A standard tax will achieve "rough justice" rather than a package related to the specific needs arising from a particular development.

(iii)   Central Government will have the final say in the recycling of PGS.

2.2   Your officers suggest that the County Council should broadly welcome PGS, subject to a fair and equitable system for recycling it to local authorities.

2.3   The main issues relating to the functions of the County Council are:-

(i)   Impact of scaling back on the scope of the S106 agreement.

(ii)   The principle of distribution of funds.

(iii)   The principle of linkages and allocating resources to the developments.

(iv)   Allocating resources.

(v)   The implementation, timing and delivering sustainable communities.

(vi)   Regeneration projects and relationship to economic growth areas.

(vii)   The impact of the PGS on developments by public bodies.

2.4   Although supporting the principle of PGS, consideration should be given to the following:-

(i)   An alternative methodology to assess "the uplift" in the value of the site should be put forward for waste operations and mineral extraction sites.

(ii)   The distribution of resources should balance economic growth and regenerations projects. PGS directed to regional infrastructure projects should benefit both the regeneration areas and maintain areas that are economic levers of the region. Therefore, there should be a balanced approach in the redistribution of resources.

(iii)   Local authorities should be allowed to declare "PGS free zones", or reduce the PGS, so that they can attract the property led regeneration projects that are relevant to their area or regeneration areas.

(iv)   The assessment of the liability for brownfield sites should include discounts for recycling and cleaning of materials on site.

(v) The proposed self-assessment of PGS valuations and liability approach might place an additional burden on local planning authorities if they are asked to assist in validating the claims made in respect of valuation. Therefore, money raised from PGS should be allocated to pay for this additional expertise.

(vi) The key to making PGS work is timely distribution of revenues, delivery and linkages to the development yielding the PGS. Therefore, in our view it is critical that local authorities are at the heart of investing this money back into the local community, and the County Council prefers the approach that PGS is redistributed in line with the amount generated in each area.

2.5 These points are reflected in the proposed responses to the specific questions asked by the consultation paper, set out in **Appendix A**. The remainder of this report examines certain key issues in more depth.

3. Sustainable Transport Provision by the Highway Authority

3.1 Sustainable transport measures are important in delivering sustainable developments and accessibility to sites by all travel modes and planning obligations are used to increase the choice of travel and in particular:-

(i) Green Travel Plans contain targets and financial payments should the targets not be met for non-residential developments.

(ii) Pooling of contributions for sustainable modes.

(iii) Traffic calming or traffic management measures.

(iv) Provision of new lighting to improve safety and promote walking.

(v) Safe crossings in towns and residential areas.

(vi) Safer routes to schools.

(vii) Public transport.

(viii) Cycle ways.

(ix) Bus lanes, railway station, bus stop, and information boards.

(x) Signage and directions.

(xi) Commuted sums for the maintenance of the above.

(xii) Funding for the provision/improvement of a bus service.

3.2 Although some of the above could be included in planning conditions, in some cases the use of S106 agreements is more appropriate. Therefore, we suggest

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that the above measures are retained within the reduced scope of section agreements. If this recommendation is not accepted then these measures would have to be paid for from the PGS. It is critical that the PGS regime should so far as possible retain linkages between proposals and the timely delivery of transport measures to support the proposed development.

4. Local Authorities as Landowners and Developments by Public Bodies

4.1 Public bodies often develop their land as social infrastructure and the PGS would be self-defeating if it added to the costs of doing so. Therefore, social infrastructure projects should be exempt.

4.2 Other public sector development, such as offices or housing, could increase pressure on social infrastructure and applying PGS would make the true costs transparent as well ensuring that the total PGS revenue for an area was a good measure of the level of development activity and thus need. However, levying PGS would essentially recycle money within the public sector in an administratively inefficient way and it is proposed that all local authority development should be exempt.

5. Comments on the Options for Allocating PGS Revenues

5.1 Two options for recycling PGS revenues to the local area are put forward in the consultation document.

Option 1 proposes to distribute PGS revenues to the local level as grants in direct proportion to the revenues raised. This would require the PGS return to identify the local area in which the development site was located. The appropriate proportion could then be recycled back to the local level. This would give local communities and developers greater certainty and clarity, as they would see a direct link between PGS revenues and the funding of the local infrastructure needed to support growth. However, a small proportion should be retained for community structure funds and/or regional projects.

Option 2 would recycle revenues back to the local level as grants on the basis of a formula not specifically connected to PGS revenues raised, but which would reflect the factors revealing the level of development activity and consequent infrastructure need.

The Government invites views on these two options, or suitable alternatives, and on how these options should best be designed to deliver its objectives.

5.2 The majority of PGS revenues would be recycled directly to the local level, a significant proportion would be used to deliver strategic regional and local, infrastructure. The Government proposes that this be done through an expanded and revised Community Infrastructure Fund (CIF). The CIF was established in the 2004 Spending Review, in response to the Barker Review, as a fund worth £200 million over two years to support the transport infrastructure costs required to enable faster housing development in the four Growth Areas.

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5.3 To enable the County Council to deliver the infrastructure required in a timely way funding would need to be in place in advance, e.g. an extension of a school to accommodate new pupils generated as a result of a new housing development.

5.4 Social infrastructure including education, public transport, green travel plans, traffic calming, fire and rescue, libraries and town centre initiatives are proposed to be excluded from the S106 agreements. These facilities are necessary for potential communities and employees.

5.5 Option 1 proposes that finance raised would be recycled to the areas where it was generated. It is suggested that this is the preferable Option. Nevertheless, Option 1 should also ensure "timely delivery" to the development cycle of proposals and forwarded to the local authorities responsible for those services.

6. The Impact of Up Front Payment on Small Development Proposals

6.1 Payment of PGS could impact on the cash flow of projects. The current S106 agreements have trigger points in the development and these are often related to the progress of the development. The proposed up-front payment may have a particularly damaging effect on smaller developers with lower cash reserves. Regeneration areas would be particularly vulnerable and development/investment could be impeded in these areas. Therefore, the point of payment for small developments, of certain size, should be delayed.

7. Impact on Minerals and Waste Operations

7.1 Minerals and waste operations are unique developments and the proposed methodology for calculating PGS needs refinement. In particular, it is difficult to value a mineral development before mineral extraction takes place. Therefore, an alternative methodology should be identified with the minerals and waste industry.

7.2 Whilst it is proposed to scale back the scope of S106 agreement the list below should be retained:-

(i) Residents Liaison Groups.
(ii) Lorry routeing agreements.
(iii) Off site highway infrastructure and safety improvements i.e. new signage and safety engineering.
(iv) Off site monitoring of environmental impacts of dust or noise.
(v) Phased extraction.
(vi) Alternative transportation feasibility studies.

JOHN DEEGAN
Strategic Director of Environment and Economy
Shire Hall
Warwick

14th February 2006

Warwickshire
County Council

Warwickshire County Council's response to the specific questions in the consultation paper on Planning-gain Supplement.

Q 2.1 What further clarifications to the definitions of planning value and current use value (as described in Box 2.2) would be helpful to provide further certainty to developers?

1.   Land values and valuing planning gain.

(a)   To set average local land values, – it is not clear how this will work equitably. For example, land with lower than average values, that require remediation, or have outstanding s106 obligations could be penalized, and development could be deterred as a result.

The PGS levy is to be based on "full planning permission" because it captures a majority of the land value uplift. Further clarification is needed in the following circumstances:

(a)   Adjustment when a site has been devalued as result of allocations in the local development framework?

(b)   Sites operating waste recycling, car breakers, and waste transfer stations? The value of land for such operations is dependent of contracts and the efficiency of the operator.

(c)   Valuation of landfill sites, sites reclaimed for community use, minerals operations, works / alterations required at existing mineral working, community buildings, schools and other buildings for public use.

(d)   Consideration on other developments that could also produced uplift in land values and these are:

Outline applications with separate full planning permissions
Changes of use from one use class to another use class.
Alterations and extensions of commercial buildings.
Alterations and extensions of quarries.
Assessment of sites that would be used for waste operations, transfer stations, car breaking etc.

(i)   Most large applications, once granted, seek amendments and change for site development and detail design of roads and sewer/drainage works could also increase the value of the site. Would the up lift be revised in such instances to be equitable?

(ii)   The "commencement date" of any planning permission and the actual date when a house is built and sold can differ significantly for major sites this could be 5-10 years. The "meaning of commencement" would need to be defined further

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because it is well know in the construction industry that only minimal works need to be undertaken to keep a planning permission alive.

Methodology for valuing uplift of land

1.   The use of average values is in principle supported but may deter uses that have lower values i.e. scrap yard, waste operations and green composting uses and therefore could deter these lower value uses.

2.   The use of site-specific values would appear to be fair, but would be more complicated, and there is potential for more disputes and arbitration would be required.

Even if the government opts for either option further complications would arise on how mixed-use sites would be valued.

Minerals and waste operations are unique developments and would require specific valuation methodology.

The PGS will impact on mineral working in respect of the valuation of the uplift of a site. The precise level and quality of minerals is difficult to value until these have been extracted. Further, the level of saleable minerals is difficult to assess and much of un-saleable or low value minerals are stored on site and reused in restoration of the site.

Minerals operators purchase the mineral rights and the PGS self-assessment return would need to resolve how to value and assess the particular characteristics of mineral sites. Consideration would need to be given to the following:

(i)   All minerals contained within a site may not all be sold because lower grade materials are often used for restoration and or, bunds.

(ii)   Valuation would need to take account of likely arisings of material from mineral working.

(iii)   Demand for aggregates is dependant on the buoyancy of the economy and the construction and prices fluctuate.

(iv)   The operations also have to bear the cost of restoration/after use of the site.

Q 2.2 How can the self-assessment of PGS valuations and liability be made as easy to comply with as possible?

The self-assessment should be robust perhaps with a local agent counter signing that assessment forms to certify an assessment.

Q2.3 What information on the condition of land at the granting of full planning permission should be made available to the chargeable person?

Information on the condition of the land does not usually form a part of the application. However, any information submitted for valuation purposes may need to verified by the

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local authority and this may place additional staffing/expertise and financial costs on the Local Planning Authority and this would need to be funded from PGS.

Chapter 3 - Q 3.1 Should payment of PGS occur at the commencement of development or another point in the development process?

Assuming that the distribution of PGS is tied to the amount generated in an area, PGS should be paid at commencement so that the authority responsible for some of the mitigation measures can programme the required associated infrastructure such as extensions of schools, traffic calming, appropriate traffic orders and library service upgrading.

Q 3.2 Should the Development Start Notice be submitted to the local authority or HMRC?

The notice should be submitted to the HMRC with the "unique property number system" to cross check planning permission. Submitting returns to the local authorities would increase the administration burden on a local authority.

Q3.3 How should the proposed approach to compliance fit with larger, phased developments?

The payment of PGS should be phased to reflect the phase of the scheme. However, there should be certainty that the monies collected are distributed directly to the authorities responsible for the discharge of the relevant services.

Chapter 4 - Q 4.1 To encourage regeneration, should a lower rate of PGS be applied to brownfield land? What might be the drawbacks?

The definition of brownfield is wide ranging and includes redevelopment of sites in existing use. The drawbacks are that evidence on the remediation measures would need to be verified by an expert and this would require additional resources. However, for sites within regeneration areas local authorities should be able to declare these areas as "PGS free areas" to encourage investment.
For brownfield sites incentives should be given, perhaps of a sliding scale if it can be demonstrated that material on site is recycled/ or cleaned for reuse. Therefore the PGS can be used positively to assist recycling.

Q 4.2 How should a PGS threshold for small-scale development be set? What factors should be considered?

For small developments there should a flat fee based on floor space created i.e. residential, office and employment and car parking.

Chapter 5 - Q 5.1 Does the development-site environment approach proposed here represent an effective and transparent means of reducing the scope of planning obligations?

Yes this would make it clear what is included and what is excluded from the development but it should not be confined to measures in the immediate vicinity of the

site. For example, vehicle routeing agreements may tackle potential impacts at a distance from the site.

Q 5.2 How should infrastructure no longer funded through planning obligations be provided, including through the use of PGS revenues?

The proposal would need to provide these through the PGS via use of formulae which reflect the different facilities provided by different authorities, e.g. for education using the DfES Education formula costs per place for 2005/06 are:

Primary: £8,870 and Secondary: £13,929.

For example 100 dwellings would generate one school place for each year group and therefore £150,723 should be allocated to education authority.

For Library service the following formula may be appropriate for every 1,000 people or part created.

Applying the national standards to a housing development accommodating 1,000 people.

Item	Measure	Formula	Cost per 1000 pop
Books for lending or reference	2 volumes minimum per head of population	Population increase x current average cost of books x 2	1000 x £15 x 2 = **£30000**
Sound recordings	100 per 1000 population	Population increase/10 x current average cost of single CD	1000/10 x £10 = **£1000**
Video recordings	10 per 1000 population	Population increase/100 x current average cost of a video	1000/100 x £30 = **£300**
Total new stock to serve new housing for 1000 people			**£31300**
In addition to the initial purchase of stock, annual additions for the following 4 years should be included. After this period the department takes responsibility for renewing stock at this level.			
Annual renewal of book stock	250 volumes per 1000 population per year	Population/4 x average cost of book	1000/4 x £15 = **£3750**
Annual renewal of sound recordings	20 recordings per 1000 population per year	Population/50 x average cost of CD	1000/50 x £10 = **£200**
Annual renewal of videos	4 videos per 1000 population per year	Population/200 x average cost of video	1000/200 x £30 = **£120**
Cost of stock renewal over 4 years to serve new housing for 1000 people			**£16280**
Total cost of new stock and renewal to serve new housing for 1000 people			**£47580**
The Household Library User Survey 1998 (British Library Report 144) shows that 73% of all households are in library membership.			

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Chapter 6 - Q 6.1 how should PGS revenues be recycled to the local level for local priorities?

Each responsible authority should have a formula to share out the PGS. Any method should be simple and equitable. The methodology should reflect the level of responsibility of each authority.

Q 6.2 How should PGS revenues be used to fund strategic infrastructure at the regional level?

A proportion of the PGS should be distributed to the Regional Bodies who would divert these funds to meet regional priorities.

Q 6.3 How can local and regional stakeholders, including business, help determine the strategic infrastructure priorities most necessary to unlock housing development?

At the regional level the Regional Bodies, through their devolved decision-making, should determine these matters.

At the local level the relevant regional planning and transport bodies to determine priorities and delivery mechanism in consultation with stakeholders.

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AGENDA MANAGEMENT SHEET

Name of Committee	**The Cabinet**
Date of Committee	**23rd February 2006**
Report Title	**Rokeby Primary Schools**

Summary

This report seeks approval in principle to the proposal to amalgamate Rokeby Infant School and Rokeby Junior School and authorisation that further consultation be undertaken on a revised proposal.

For further information please contact:

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

No

Background papers

- Draft School Organisation Framework 2005/10
- Cabinet report 8th October 2005
- Consultation document, November 2005
- Rugby Area Committee reports 11th and 30th January 2006

CONSULTATION ALREADY UNDERTAKEN:-   Details to be specified

Other Committees   ☐   …………………………………………………..

Local Member(s)   ☒   Cllr John Vereker – Caldecott Division and Chair of Rugby Area Committee – comments incorporated in the report

                               Cllr Ian Smith – Caldecott

Other Elected Members   ☒   O&S Spokespersons for information:
                               Cllr Helen McCarthy
                               Cllr Richard Grant – *"supports the 'in principle' proposal"*
                               Cllr Jill Dill-Russell

Cabinet Member	☒	Cllr John Burton
Other Cabinet Members consulted	☒	Cllr Izzi Seccombe – *"agree report for Cabinet"* Cllr Peter Fowler
Chief Executive	☐	………………………………………………………..
Legal	☒	Jane Pollard / Richard Freeth – *"fine"*
Finance	☒	David Clarke, Strategic Director of Resources – comments incorporated in the report
Other Chief Officers	☐	………………………………………………………..
District Councils	☐	………………………………………………………..
Health Authority	☐	………………………………………………………..
Police	☐	………………………………………………………..
Other Bodies/Individuals	☒	Governing bodies, staff and parents/carers of pupils at the two schools Other local schools in the area, Rugby Area Committee, Diocesan Authorities, neighbouring Education Authorities and all other stakeholders

FINAL DECISION **NO**

SUGGESTED NEXT STEPS: Details to be specified

Further consideration by this Committee	☐	…………………………………………………..
To Council	☐	…………………………………………………..
To Cabinet	☒	Subject to Cabinet's decision
To an O & S Committee	☐	…………………………………………………..
To an Area Committee	☒	Subject to Cabinet's decision
Further Consultation	☒	Subject to Cabinet's decision

Warwickshire County Council

The Cabinet – 23rd February 2006

Rokeby Primary Schools

Report of the Strategic Director for Children, Young People and Families

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Recommendation:

That the proposal to amalgamate Rokeby Infant School and Rokeby Junior School be approved in principle and that further consultation be authorised on a revised proposal to base the resultant primary school on the site of the existing infant building.

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1. Introduction

1.1 On 8th October 2005 the Cabinet asked the County Education Officer to conduct formal consultations with stakeholders on a proposal to amalgamate Rokeby Infant School and Rokeby Junior School.

1.2 A consultation paper was published in November and comments were requested by 12th December 2005. The consultation paper was sent to other local schools, Diocesan Authorities, neighbouring Education Authorities, the local community association and parents, and staff and governors of the two schools. A copy of the consultation document is attached as **Appendix A** to this report. During the period of the consultation a series of scheduled meetings took place with the governing bodies and staffs of the two schools and a joint meeting of the parents of both schools. In addition to these communications with statutory consultees, a public meeting was convened by the local County Councillors to open up the process to a wider set of interested parties and to give consultees a further opportunity to discuss the issues arising. The Rugby Area Committee also considered the proposal at a special meeting on 30th January.

2. Background

2.1 Warwickshire's School Organisation Plan supports the amalgamation of separate infant and junior schools on educational grounds. All-through primary schools can add value to school achievement because of the continuity and progression they provide for pupils and the greater economies of scale and

access to specialised teaching that can be achieved. It is also acknowledged that there are circumstances in which separate infant and junior schools are more appropriate, e.g. when it would mean that the school would be too large.

2.2   Rokeby Infant School and Rokeby Junior School are Community schools which share a site in south-west Rugby. A map showing the location of the school and a site plan are attached as **Appendix B** to this report.

2.3   Rokeby Infant School has an admission number of 60 and a physical capacity of 180 pupils. At the start of the Autumn Term in September 2005 the school had a total of 139 pupils on roll. This means that the school has some 22.8% surplus places.

2.4   Pupil numbers at the Infant School have fallen by approximately 20% over the last seven years and forecast pupil numbers for the Rokeby area indicate that over the next four years pupil numbers may be expected to fall by a further 27%. As at 1st February the school has 28 applications for Reception in September 2006.

2.5   The Nursery class at the Infant School is a 39-place unit (technically, 39 part-time places in the morning and 39 in the afternoon). In practice, the County Council has introduced some full-time places and the situation in January 2006 was that 16 pupils attended on a full-time basis, 10 attend mornings only and 7 pupils attend the afternoon sessions only, giving a total of 26 pupils attending in the morning and 23 in the afternoon, much as proposed with the new school.

2.6   Rokeby Junior School serves pupils from the ages of 8 to 11 years, has an admission number of 60 and a physical capacity of 240 pupils. At the start of the Autumn Term in September 2005 the school had a total of 166 pupils on roll giving 30.8% surplus places. Forecast pupil numbers indicate a further slight fall to 159 pupils by September 2009.

2.7   Total pupil numbers at the two schools are forecast to fall from 377 in January 2002 to 260 by September 2009.

2.8   A detailed breakdown of pupil numbers is set out in **Appendix C** to this report.

3.   Proposal

3.1   The proposal has been brought forward at this time due to falling pupil numbers at both schools and the opportunity that it is felt amalgamation would present to reorganise the school so that it would secure quality education for the Rokeby community and free up resources to support that education for its pupils.

3.2   The proposal is to amalgamate Rokeby Infant School and Rokeby Junior School to form a new primary school, with nursery provision. It is proposed that the school would provide one form of entry (30 pupil places per year) rather than the current capacity of two forms of entry (60 pupils per year) which would dramatically reduce the number of surplus places and allow the new school to

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meet the infant class size legislation and plan ahead its class organisation. The existing nursery unit would continue but with 26 places per year instead of 39 places in order to reflect required staffing ratios and the forecast demand for places. The published proposal is that the new school would be based on the existing junior school buildings and surplus land would be sold and the proceeds re-invested in the refurbishment of that building.

3.3   The schools benefit from the presence of the Hillside and Rokeby Community Association (HARCA) which provides adult education, pre-school and community facilities. HARCA is based in two temporary classrooms on the infant school site.

3.4   It is anticipated that, if approved, the earliest date an amalgamated school could be established would be September 2007.

4.   Funding

4.1   The proposal consulted upon was formed on the basis that resources to finance the necessary re-modelling of the retained buildings and any necessary refurbishments would be met from the receipts from the sale of surplus buildings and land. A valuation of the land has been achieved but the future development of the site cannot be confirmed at this stage as no application for planning permission has been made. It is accepted that the earmarking of receipts in this way would require the approval of the County Council as there is a current policy of sharing schools' capital receipts. It would be necessary to complete the proposed building works before the sale of surplus land can be achieved. In order to facilitate the disposals and achieve the income, the proposal stated that this project would be prioritised within the overall management of the education capital programme to maximise capacity from slippage and underspends elsewhere to avoid or minimise any cash flow shortfall.

4.2   The broad financial implications of exploring options outside the original proposal are dealt with elsewhere in this report.

5.   Statutory implications

Technically, the proposals involve the closure of the two schools and the creation of a single primary school for children aged 4 –11 years (both of which are statutory processes).

6.   Response to the consultation

6.1   There has been considerable response to the consultation including:

- A meeting with all parents held on 15th November which was attended by County Councillors, Borough Councillors, Chairs and Headteachers of the two schools, 77 parents and members of the public.

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- Meetings with the staff of Rokeby Infant and Rokeby Junior Schools on 8th November and 10th November respectively

- A meeting of the Governing Body of Rokeby Infant School on 8th November and a meeting of the Governing Body of Rokeby Junior School held on 10th November. Draft Minutes of the meeting have been placed in the Group Rooms for Members of the Cabinet.

- A special meeting of Rugby Area Committee held on 30th January, following a site visit to both schools by members of the Committee on 11th January.

- A petition signed by 173 persons stating that the Infant School should be used for the new primary school because it is larger and has more facilities.

- Letter and e-mails from six parents.

- Letters from four governors.

- Letters from four staff, some of whom are governors.

- Letters and e-mails from two residents.

- Letters from four others.

- A letter from the Chair of Governors of Rokeby Junior School.

6.2 Paper copies of all responses have been placed for Members of the Cabinet in the respective group rooms.

6.3 There is overwhelming but not total support for the principle of amalgamating the two schools. However, there is significant opposition to the proposal to site the new school using the existing junior school buildings.

6.4 In addition to the issues surrounding the siting of the proposed primary school, which are outlined below, a summary of the main issues is attached as **Appendix D** to this report.

6.5   Siting of the proposed primary school

Options

6.5.1 *Option 1 – Junior building*

The options to create a one-form-entry primary school using the junior building are as follows:

- Provide a small extension for nursery and carry out internal alterations to create a new school

- Retain the existing accommodation and extend to provide a new nursery unit.

6.5.2 *Option 2 – Infant building*

The options to create a one-form-entry primary school using the infant building are as follows:

- Alter and adapt the existing infant building to create a new school. Utilise existing junior school playing fields (approximately 200m distant).

- Alter and adapt the existing infant building to create a new school. Utilise existing junior school playing fields (approximately 200m distant). Incorporate existing junior school car park (reduce the area of site for disposal at the junior school.)

6.5.3 *Option 2a – Land swap*

Create a new primary school based on the existing infant building; demolish the junior building and create playing fields on the site of the demolished junior school; designate a portion of the existing playing fields as development land, in effect swapping the junior school site for a portion of existing playing fields. This would have the effect of creating playing fields immediately adjacent to the existing infant / new primary school and thus remove one of the impediments to developing the infant school site.

Comments on these options

In response to the views expressed during the consultation, the Authority undertook to carry out an appraisal of both school sites and buildings to examine the opportunities and deficiencies of each. Options 1 and 2 are considered in detail in **Appendix E** to this report. A summary of this appraisal which relates to these two options is set out below:

(1) The report seeks to compare accommodation at each school to the benchmark of a model one-form-entry school as defined in regulations published by the Department for Education and Skills. The divergence of each school from the guidelines is quantified and a notional estimate attached. For the purposes of direct comparison, the estimates are based upon providing at each school at least the minimum space requirements set out in guidance documents.

(2) Both buildings would require significant works to meet the requirements for a modern primary school. The work required at each school, whilst different in nature, is similar in cost. There is no financial advantage of one site over the other.

(3) The buildings have an almost identical backlog of maintenance needs and are likely to have similar future maintenance requirements.

(4) Both buildings are capable, following alteration, of housing the proposed new school; each would provide broadly similar levels of teaching space; each would meet the requirements for playgrounds,

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and arrangements could be made to provide access to playing fields from the infant building, which currently has no playing fields. Opportunities exist at both sites to accommodate future expansion. It is, however, easier to alter, extend or provide separate, additional accommodation on the junior school site by virtue of its more modern CLASP construction.

(5) The principal nature of building works required at either school would include extensions to create nursery accommodation at the junior school and internal alteration to create support, resource spaces and age-appropriate toilet facilities at the infant school. Each scheme could be managed to reduce, but not obviate, the impact on pupils' education.

(6) The major advantage of the junior school site is that it is immediately adjacent to its playing fields and has sufficient space elsewhere on the site to extend the existing accommodation or provide new buildings without displacing any existing facility. There are currently home and away team games' changing and showering facilities, which, together with their proximity to the playing fields and hall, could support a range of community sport and leisure activity. By contrast, there is limited space at the infant school for any future expansion without displacing existing playgrounds. The infant school has no changing facilities and no playing fields. Children would, therefore, need supervised access to the existing junior school fields approximately 200m distant. This will restrict pupil access to leisure and play during break and lunch periods and community use of the buildings and fields at other times.

(7) The major advantage of the infant school site is the feeling of space created by the volume of the building and the length of circulation routes around the school. There is a separate dining space that could enable greater use of the hall to be made before, during and immediately after lunchtime, for school or community activity. The dining space could also be used to support additional community activity out-of-school hours. There is an existing, established nursery unit at the infant school. There is currently no nursery provision at the junior school.

(8) Both schools could be adapted or extended to provide the accommodation required for a one-form-entry school; notionally, this could be done from within the resources that might be achieved from the disposal of either site.

6.5.4 *Option 3 – New build*

- Demolish both buildings and build a purpose designed primary school; dispose of surplus land

- Demolish the junior school and build a purpose designed primary school on the junior school site; retain the existing infant school for other community use

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- Demolish the infant school and build a new school on the infant school site; retain the junior building for other community activity.

  Any of the above would require substantial investment by the County Council of in the region of £3.5m to £4m.

6.5.5 *Option 4 – Amalgamate but retain both infant and junior buildings*

The County Council is, in the context of the Children Act, looking at ways in which school buildings could be used to provide a range of additional services to the local community they serve. One option, therefore, is to proceed with the amalgamation process but to retain both the infant and junior school buildings. The advantages of this option are that there would be minimal building issues to address initially and it would allow time to explore other potential community uses for the surplus accommodation. The disadvantage would be that the new primary school would continue to incur the running and maintenance costs of the existing buildings with some 115 surplus places. This number is likely to increase. This would reduce the amount the new school could spend on teaching resources including staff. Retention of the two buildings would not produce any capital receipt to fund the work necessary to improve and enhance the existing provision. This option may also have VAT implications that would need to be explored. Further, if the decision on the final location were not made as part of the formal amalgamation consultation, the decision would fall to the Authority and governing body of the new primary school outside the statutory process.

6.5.6 *Option 5 – Do nothing – retain a separate infant and junior school*

Demographic forecasts suggest that to do nothing will cause both schools to continue to admit pupils significantly below their capacity. Declining numbers will affect the schools' ability to set balanced budgets and may ultimately reduce the schools' ability to attract and retain suitable staff, maintain their buildings and invest in teaching and learning.

7. The views of the Area Committee

7.1 The Rugby Area Committee supports the amalgamation of Rokeby Infant School and Rokeby Junior School but does not support the proposal to base the resultant primary school around the existing junior school building.

7.2 The Area Committee recommends the construction of a new building to replace both the existing infant and junior school buildings that would accommodate the development of extended school services. In the event of this recommendation not being supported by Cabinet, the Area Committee's alternative proposal would be to amalgamate the two schools around the infant school building and seek to overcome the disadvantage of not having adjacent playing fields by investigating the possibility of a land swap, converting the current junior site to form part of the playing field and identifying part of the existing playing field for release as development.

7.3 It is likely that the cost of constructing a new, single form of entry primary school building with a 26 place nursery unit would be in the region of £3.5m to £4m. While the original provision was to be self-financing, a new building would be a new capital budget pressure. There is currently no provision in the capital budget to meet such costs although Members could prioritise the project out of future years' allocations if it were decided it should displace established priorities including the temporary classroom replacement programme. Members will be aware of the very considerable pressures on the programme to meet the cost of projects already agreed: Avon Valley, special school reorganisation projects and potential costs arsing from statutory proposals in relation to secondary provision in Rugby. Prudential borrowing has been mentioned as a potential source but it is calculated that the servicing of this loan would be in the region of £350,000 per year which would be a call on the revenue budget of the Directorate of Children, Young People and Families. However, Members may consider that the existing buildings are suitable for retention and development and that this would not be a priority for future expenditure.

7.4 The development of the existing infant school is a possibility and clearly has considerable local support from parents and staff at the infant school as well as the Area Committee. The building will require similar amounts to be expended as the original proposal to base the primary school at the junior school may have incurred. This infant school proposal will still require the sale of surplus land to fund the project. While a land swap can be explored there is no certainty of this being effected and it is possible, therefore, that it would be the junior site that was sold and that there would be a housing development between the new primary school and its playing fields with 200 metre access along a path at the rear of the site.

7.5 If Cabinet decides to amend the original proposal for a self-financing development around the junior school site, the legal advice received indicates that this would constitute a significant change t the proposal and a further consultation would be required on this aspect.

7.6 The Rugby Area Committee also asks that in implementing any proposal it should be ensured that:

  ▪ the future school building is capable of being expanded should pupil numbers grow

  ▪ existing community facilities are preserved and possibly expanded

  ▪ exceptional care is taken to minimise the disruption to the work of the school during the change.

7.7 In responding to this Cabinet can be assured that:

  (a) The size of the proposed school is based on the best forecast of pupil numbers and where the infant school itself has commended the accuracy of previous pupil forecasts. Nevertheless, where possible the layout of the site will seek to leave options for future development.

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(b) There is no intention to lose any existing community facilities and that the expansion of services is something the new school would need to consider early in its life.

(c) While it is recognised that amalgamation can be disruptive, the County Council has a good deal of experience and a very good track record of managing these situations and every effort will made to plan so that pupil education is not unduly disrupted.

8.   Planned timescale

8.1   If the original proposal is amended, the earliest a further period of consultation could take place is March, with the possibility of a report back to Cabinet in April. If proposals were agreed at that point, statutory notices could be issued and the period for objections would run until 1st June. If decisions were made in such a time frame, it would still enable the Warwickshire School Organisation Committee to consider the matter at its meeting on 22nd June.

8.2   If the construction of a new primary school building were to be approved it would be possible to pursue the amalgamation of the two schools for September 2007 as proposed but in existing accommodation pending the completion of the new school building in, say, September 2008 or 2009, depending upon the availability of capital funds.

9.   Summary

9.1   The report sets out the results of the consultation on the proposal to amalgamate Rokeby Infant School and Rokeby Junior School to form a single 'through' primary school with nursery unit from September 2007. Although there is general support for the amalgamation, the proposal to base the resultant primary school around the existing junior school building has met significant opposition.

9.2   The paper sets out a number of alternative approaches including the provision of a new school building. While there is no provision in the capital programme to fund a new primary school building, this could be considered in future years if it were prioritised above established future projects. Otherwise, the amalgamated primary school could be developed utilising the existing infant school building with the necessary adaptations and improvements funded by the sale of the junior school site. If the existing proposal on which the consultation was based is amended, there would be a need for a further consultation.

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10. Recommendation

That the proposal to amalgamate Rokeby Infant School and Rokeby Junior School be approved in principle and that further consultation on a revised proposal to base the resultant primary school on the site of the existing infant building be authorised.

MARION DAVIS
Strategic Director for Children,
Young People and Families

22 Northgate Street
Warwick

9th February 2006

Warwickshire
County Council

Item 7 · Appendix A

CONSULTATION

Primary Provision in Rugby.

Proposal to Amalgamate Rokeby Infant School and Rokeby Junior School.

November 2005

Warwickshire County Council

Working for Warwickshire

The Proposal

The County Education Officer is proposing:

- To close Rokeby Infant School and Rokeby Junior School and to establish a new primary school for pupils 4 to 11 years using the existing junior school site with effect from September 2007.

- That, as now, there would be a nursery unit at the new school but with 26 places per year instead of 39.

- That the Admission Number for the new school would be 30 pupils per year

- To sell any surplus land and re-invest the proceeds in the adaptation and refurbishment of the proposed new primary school building.

The Process

The Warwickshire Cabinet has agreed to hold formal consultations with parents, staff, governors, all admissions authorities, local schools and neighbouring LEAs on the proposal.

The formal consultation will run for 6 weeks and include meetings with parents and prospective parents of both schools, the governing bodies of the two schools and the staff of both schools.

Consultation meetings will be held as follows:

All Staff of Rokeby Infant School   3.30 pm Tuesday 8 November 2005

Governing Body of Rokeby Infant School   7pm Tuesday 8 November 2005

All Staff of Rokeby Junior School   4pm Thursday 10 November 2005

Governing Body of Rokeby Junior School   7pm Thursday 10 November 2005

A Joint meeting for all of the Parents of Rokeby Infant School and Rokeby Junior will be held on 7pm Tuesday 15 November 200 in the Junior School Hall.

The proposal will also be considered by the Rugby Area Committee at its meeting on 11 January 2006.

It is intended that the response of the Area Committee and a report of all other responses to the consultation will be considered by the Cabinet of the County Council in February 2006.

If the Cabinet decides **not** to go ahead with the proposal then no change will take place.

If the Cabinet decides to go ahead with the proposal then there is a legal process which has to be followed:

- A formal notice is published stating the intention of the Cabinet to close the two schools and open a new school on the same site. The notice would appear in the local press and would be displayed at the two schools.

- People would have a period of six weeks to object to the proposal. At the end of this period, the Warwickshire School Organisation Committee (SOC) would consider any objections and decide whether or not to agree the amalgamation in approximately June 2006. If there were no objections the matter could be referred to the Warwickshire Cabinet for a final decision as early as May 2006.

Assuming final approval were to be given to the proposal, a Temporary Governing Body would be appointed by June 2006 to prepare for the establishment of the new school in September 2007. The intention would be to place an advertisement for a Headteacher for the new school by September 2006. If a new Headteacher could be appointed by the Temporary Governing Body by November 2006, other staff appointments could then begin. Plans for any building works should be finalised at this time. The intention would be that all building works would be completed by the time the new school opened in September 2007 but this could not be guaranteed at the outset.

Some Background Information

Rokeby Infant School and Rokeby Junior School serve a very identifiable community in south Rugby that has experienced a marked fall in the birth rate which mirrors similar situations for a number of communities in Warwickshire and nationally.

Rokeby Infant School is a Community School serving pupils from the ages of 5 to 7 years. It is situated on the same site as Rokeby Junior School. Rokeby Infant School has an admission number of 60 and a physical capacity of 180 pupils. At the start of the Autumn Term in September 2005 the School had a total of 139 pupils on roll. This means that the School has some 22.8% surplus places.

The Nursery Class at the Infant School is a 39 place unit (technically, 39 part-time places in the morning and 39 in the afternoon). In practice, the County Council has introduced some full time places and the situation in January 2005, was that 16 pupils attend on a full time basis, 21 attend on mornings only and 7 pupils attend the afternoon session only, giving a total of 44 different pupils.

A detailed breakdown of pupil numbers is set out below:

Pupil numbers at the Infant school have fallen by approx 20% over the last seven years and forecast pupil numbers for the Rokeby area indicates that over the next four years pupil numbers may be expected to fall by a further 27%.

Rokeby Junior School serves pupils from the ages of 8 to 11 years, has an admission number of 60 and a physical capacity of 240 pupils. Pupil numbers at the Junior School have fallen by approx 34% over the last six years. At the start of the Autumn Term in September 2005 the School had a total of 166 pupils on roll giving 31.7%

surplus places. A detailed breakdown of pupil numbers is set out below. Forecast pupil numbers indicate a further fall to 159 pupils (33% surplus places) by September 2009.

Total pupil numbers at the two schools are forecast to fall from 377 in January 2002 to 260 by September 2009.

Actual and Forecast numbers on roll Rokeby Infant School and Rokeby Junior School

School	Admission Number	Year Group	ACTUALS					FORECAST			
			JAN 2002	JAN 2003	JAN 2004	JAN 2005	SEP 2005	FCAST 2006	FCAST 2007	FCAST 2008	FCAST 2009
Rokeby Infant School	60	0	54	28	46	46	43	26	36	39	32
		1	44	58	29	47	47	43	26	36	33
		2	55	40	57	28	49	46	43	26	36
Total			153	126	132	121	139	115	105	95	101
Rokeby Junior School	60	3	61	56	39	55	34	46	45	41	27
		4	44	65	57	37	51	34	46	45	41
		5	59	44	66	49	35	51	34	46	45
		6	60	63	46	68	46	35	51	34	46
Total			224	228	208	209	166	166	176	166	159
TOTAL (Infant and Junior)			377	354	340	330	305	281	281	261	260

SOME QUESTIONS AND ANSWERS

Why is the proposal being made?

Warwickshire's School Organisation Plan supports the amalgamation of separate infant and junior schools where practicable, for strong educational reasons. All-through primary schools help pupils maintain their progress by avoiding a change of school at age 7. Not only can pupils enjoy a greater consistency of approach with staff who will know them throughout their primary education but it can also help parents to keep their links with staff. Larger schools can achieve greater flexibility in organising learning and can make better use of resources. A larger teaching staff can give children access to more specialised teaching and enable responsibilities for managing subject areas to be shared amongst more staff. Provision would be included for the existing nursery unit but at 26 places instead of 31, in order to reflect the OfSTED requirement for a staffing ratio of no more than 1:13 adults to pupils.

It is also acknowledged that there are circumstances in which separate infant and junior schools are more appropriate e.g. when it would mean that a school would be too large (normally a Warwickshire primary school would not be designed for more than 420 pupils). This does not apply in this particular case.

Why is the proposal being made now?

At the time of the major re-organisation of schools in Warwickshire in 1994, Rokeby Infant School and Rokeby Junior School had a total school population of over 500 pupils and it was considered that a single school would have been too large. Pupil numbers at the two schools have fallen considerably since that time and although the recent fall in numbers has been monitored closely, it was necessary consider any proposals for Rokeby Infant School and Rokeby Junior School within a wider analysis of the Town as a whole. That wider assessment has now taken place and improved forecast data suggests that action should be considered as soon as possible.

Why is an admission number of 30 being suggested?

Pupil forecasts for the Infant School indicate that in three out of the next four years, reception intakes will be either in the mid twenties or low 30s and that as a result, by September 2009, the total infant school population would be no more than 101 pupils. Class sizes of just over 30 would cause significant organisational difficulties, compounded by the Infant Class size legislation which requires class sizes of not more than 30 pupils. With an admission limit of 30 pupils the School would have viable yet manageable classes and could plan its class organisation with confidence.

The intention is for the new School serve the Rokeby area. At present, both Schools admit about 20 children each year from outside their priority area from the priority areas of up to 20 other schools. This means that on the basis of current trends of parental preference, the new school could limit its intake to 30 pupils per year and still admit all of the demand from parents within its priority area.

If the new School reduced its admission limit to 30 pupils per year, what transitional arrangements would need to be in place?

If the school were re configured as a one form of entry school based around the existing junior school building, it is anticipated that some additional accommodation would be required for a transitional period. It is estimated that two temporary classrooms would be required for three years at most, reducing to one temporary classroom by year four and none thereafter.

	YRGP		ACTUALS							FORECAST				
		JAN 2002	JAN 2003	JAN 2004	JAN 2005	SEP 2005	FCAST 2006	FCAST 2007	FCAST 2008	FCAST 2009	FCAST 2010	FCAST 2011	FCAST 2012	FCAST 2013
Rokeby Infant School									*Intake Capped at 30*					
		54	28	46	46	43	26	30	30	30	30	30	30	30
	1	44	58	29	47	47	43	26	30	30	30	30	30	30
	2	55	40	57	28	49	46	43	26	30	30	30	30	30
TOTAL		153	126	132	121	139	115	99	86	90	90	90	90	90
Rokeby Junior School														
	3	61	56	39	55	34	46	45	41	27	30	30	30	30
	4	44	65	57	37	51	34	46	45	41	27	30	30	30
	5	59	44	66	49	28	51	34	46	45	41	27	30	30
	6	60	63	46	68	53	35	51	34	46	45	41	27	30
TOTAL		224	228	208	209	166	166	176	166	159	141	128	117	120
TOTAL Infant and Junior		377	354	340	330	305	281	275	252	249	231	218	207	210

Would the change disrupt the education of children?

It is anticipated that the earliest date an amalgamated school could be established would be September 2007. Some adaptations would be needed to the existing junior buildings to make them suitable for foundation and key stage one provision. It is not intended to retain or recreate the training pool on the infant site and swimming needs would be met accessing alternative local facilities. The building works involved are not extensive and every effort would be made to ensure an appropriate learning environment is achieved by the time the new school opened and to keep disruption to a minimum.

Where is the money coming from?

Resources to finance the necessary re-modelling of the retained buildings and any necessary refurbishments would come from the sale of the surplus buildings and land.

What would be the impact on staff?

In order to form a new primary school for children aged 4 to 11 years school, it would be necessary to close the two existing schools. The formal consultation outlined in this paper would be followed by an established legal process. As this would be a new school, Governors would normally have to advertise nationally to appoint a new Headteacher and Deputy Headteacher. The Governors would also have to appoint other staff to the new school. A new governing body would be asked to consider permanent staff from the existing two schools for posts in the new school. The County Education Officer's team will be offering advice and support to all staff through what can be a period of uncertainty while the change occurs. Similar amalgamations in Warwickshire have resulted in almost all staff being appointed from the existing schools.

What happens to Governors?

The current Infant and Junior schools would continue to have their own separate governance arrangements until the date for their schools closure in August 2007. However, the Education Department would look with the existing governing bodies to see if new regulations could be used to develop even closer working between the two schools during the period leading up to the amalgamation of the two schools. Meanwhile, it would be intended that from approximately June 2006 a Temporary Governing Body for the school would be established, drawn from members of the two existing governing bodies. This Temporary Governing Body would operate in parallel to the Governing Bodies of the existing junior and infant schools until the new school were established.

When would the changes take effect?

It is important to stress that no key decision has been taken and no final decision will be taken until the consultation has been completed and comments have been considered.

If approved, the new primary school would be established from September 2007. Details of the new school would be published in the Local Education Authority's information booklets for parents in Autumn 2006.

Admissions for September 2006 will not be affected.

Map showing the location of Rokeby Infant and Junior Schools and the site boundary

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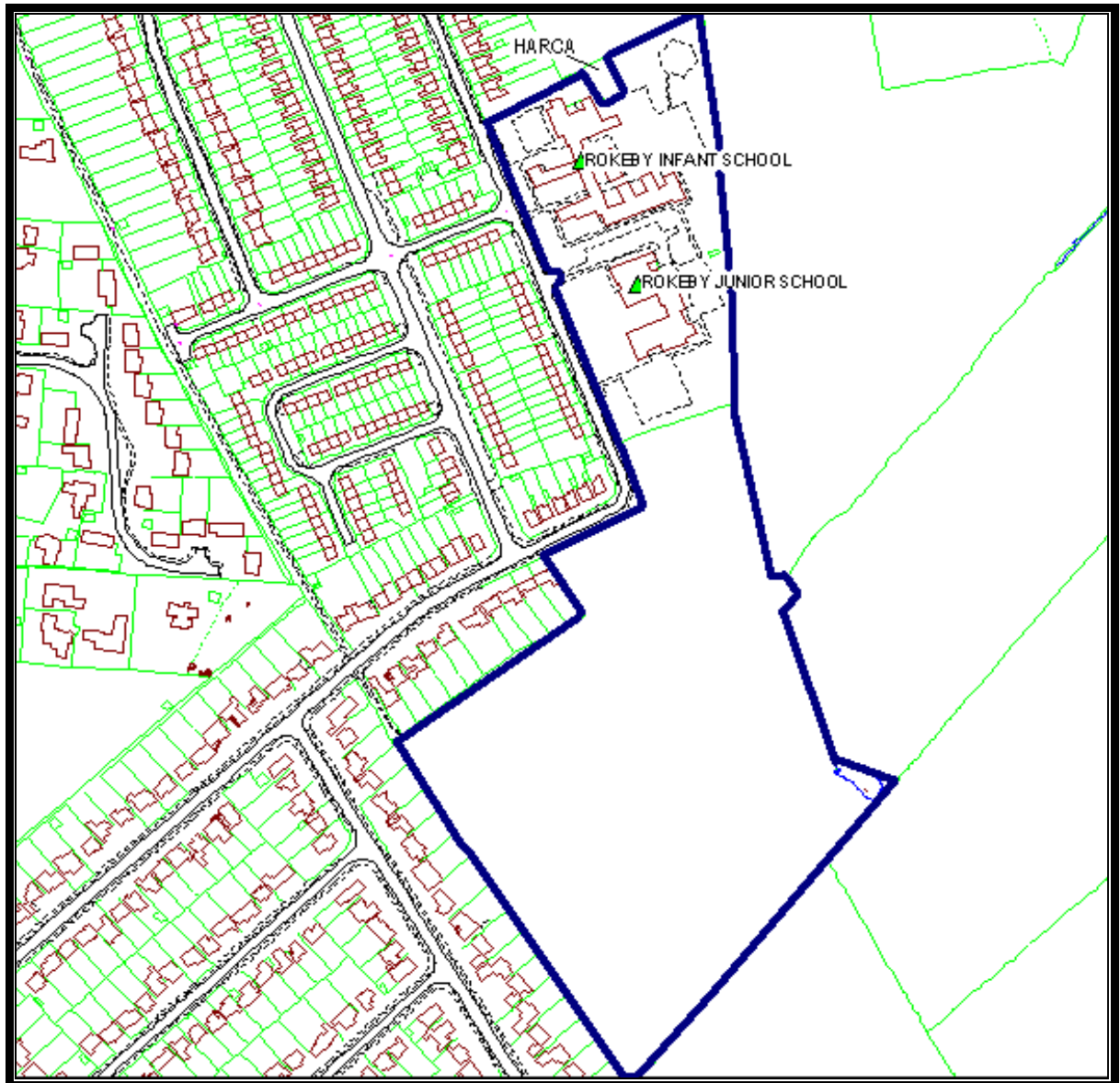
Actual Numbers on Roll at Rokeby Infant School
and Rokeby Junior School 2002 – 2005

Admission Number	Estab No	School Name	Year Group	Number on roll				
				January 2002	January 2003	January 2004	January 2005	September 2005
60	2418	Rokeby Infant School	0	54	28	46	46	44
			1	44	58	29	47	47
			2	55	40	57	28	50
Rokeby Infant School Total				**153**	**126**	**132**	**121**	**141**
60	2579	Rokeby Junior School	3	61	56	39	55	33
			4	44	65	57	37	51
			5	59	44	66	49	34
			6	60	63	46	68	46
Rokeby Junior School Total				**224**	**228**	**208**	**209**	**164**
Rokeby Infant + Junior TOTAL				**377**	**354**	**340**	**330**	**305**

Source: PLASC

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Summary of consultation issues and comments
by the County Council

1. **Why is the junior school site the best option for developing the new school?**

    Comment

    See the main report and appendices on building.

2. **Who ultimately makes the decision as to which building will be used?**

    Comment

    The Cabinet of Warwickshire County Council.

3. **Is there a 'do nothing' option?**

    The proposal will involve a good deal of disruption and using temporary accommodation. We should not do it if we do not have to. With the junior school improving, it would be wrong to take away choice for parents. Why not wait and see pupil numbers increase?

    Comment

    Within the infant and junior schools there are currently 90 surplus places and this is forecast to grow to 160 surplus places by just 2009. There is a cost to maintain the buildings. This is diverting resources from teaching resources. There are problems balancing the budget in the two schools. Regarding surplus places, there is a government policy keep to surplus places low but government does not dictate how this should happen at a local level.

    Falling pupil numbers is not just a forecast. For several years now the infant school has failed to take in 60 pupils. This year, for the first time, only one class transferred into the junior school.

    It would take a very significant increase in pupil numbers in order to return to a position where the school had around 400 pupils on roll. In the absence of this, while there is always a 'do nothing' option, the likelihood is that even the present situation could not be sustained and there would be further falls in income, resulting in a further reduction in staff numbers and in teaching resources.

Warwickshire
County Council

4.   **If the admission number is reduced from 60 to 30 pupils per year, will there be enough space for children living in the priority area? If you are wrong, would you change the school priority area?**

Comment

Over half the children currently attending the schools in Rokeby come from outside the priority area, so on the basis of existing admissions patterns there would be no question of local children not having space at the new school. There is no case for reducing the priority area of the Rokeby schools and therefore no plans to do so.

5.   **Could pupil numbers in the area go up?**

If the fall in pupil numbers is due to an ageing population in Rokeby, could this soon be reversed by younger families moving in and who would want to send their children to Rokeby schools? Also, if part of the school site is sold for housing, will that result in more pupils?

Comment

At some point more younger families may replace existing residents in the area. However, we have no knowledge of when that would be and how many new children this could mean. What is known is that the average number of children per family will be much lower than it was during the early life of the estate.

Also, while we would expect any pupils from new housing to come to the new primary school, it is important not to over-estimate the number of new pupils from what would be a small development.

6.   **Shouldn't the new school also have places for pupils living outside the priority area? Doesn't this restrict parent choice?**

Comment

The proposal is to create a new school with sufficient places for all local children. There would, however, be fewer places for out-of-area parents than at present and this may reduce as the new school establishes itself. There are surplus places in many other schools in the area. There would be choice in their own neighbourhood and in other town schools with surplus capacity.

Choice is a major part of the government agenda but even then the government accepts this has to be balanced by other considerations sometimes. The price of offering places to anyone out of the school's area is that the school will continue to find it hard to plan how many classes it has and run classes that are not full. Organising with small classes costs the school money it could use on learning resources.

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7. What is the source for forecast pupil numbers?

Comment

The Pupil Level Annual School Census (PLASC) provides the actual pupil data and is collected from schools. The forecast data is based on a mix of PLASC data, live birth data from the Area Health Authority and a model of patterns of school attended data.

8. What will happen to existing pupils?

Comment

All of the pupils on roll at either of the schools in September 2006 will continue to have a place in the new school – none will need to move.

9. What will happen to pupils joining reception in 2007?

Comment

There would be an admission limit of 30 pupils and priority would be given to those pupils living in the priority area. Any spare places could be offered to parents outside of the priority area.

10. What will be put in place for all Year 2 (in 2006) children? Will their parents have to make a decision based on choice if the school doesn't exist?

Comment

By the time Year 2 parents have to express a preference of junior school next year, a decision should have been made and either they will have the existing choice or the opportunity to transfer automatically to Year 3 in the new primary school.

11. Concern that the reduction in nursery places would mean that those living a distance from the school would not be able to gain a place in the future.

This comment was made by a parent who travels 25 miles per day.

Comment

The reduction in infant places from 39 in the morning and 39 in the afternoon to 26 in the morning and 39 in the afternoon is needed to match more closely nursery numbers with the lower admission number into the Reception Year Group proposed. However, in January 2006 these numbers have fallen to 16 full-time pupils, 10 morning only pupils and 7 afternoon only pupils. This means that the school is effectively operating with 26 children in the morning and 23 in the afternoon.

12. How would the proposals be funded?

Comment

The capital costs would be met from the proceeds of the sale of surplus land on the site. The proposal consulted upon is that the infant site is sold and the proceeds entirely invested in creating the new primary school around the junior school building. However were the proposal the other way around and the infant building was retained the same principle would apply. Further details of funding issues is given in the main report.

13. Why not build a new school?

Comment

A new building would be highly desirable but the cost would be in excess of £4million. The proposal under consideration in the consultation is made on the basis that it would be self-funding. The estimated proceeds from sales of surplus land would not be enough to fund a new school building.

14. Why does the County Council consider that 'through' primary schools are better than separate infant and junior schools and will the new school be too large to ensure personal attention for pupils?

Comment

The new school would not be large in comparison to the county norm. A large school for Warwickshire would be 400 pupils. The proposal is for a 210-place school. Contact with staff is valuable and there is no reason why this should be reduced as a result of the proposals. Although there are some circumstances where it may not be appropriate to amalgamate separate infant and junior schools, there can be several advantages. The main advantages of a 'through' primary school are that it could provide greater continuity for pupils, with no break at the end Key Stage 1, consistent policies and approaches throughout the primary phase, more staff to share specialisms and subject planning workloads, and a continuity of contact with staff for parents.

15. Will staffing go down?

Comment

Staffing levels are determined by the governing body of a school but are dependent largely on the school budget, which in turn is based mostly on pupil numbers. Pupil numbers have been falling over time and this has affected and would affect the number of staff even if there were no change to the schools. Under the proposals the school is forecast to fall from having 305 pupils on roll in September 2005 to 210 pupils by 2013, and otherwise pupils numbers are forecast to fall to 260 pupils over the same period.

Clearly there is a responsibility to recognise the interests of staff. We have consulted with staff, we have a good track record as an employer.

16.   **Would that include the swimming pool?**

Comment

Under the proposals, there would be no intention to replace the training pool on the junior site. The governors and headteacher would make appropriate arrangements for swimming, just as every other school does.

17.   **Will the new school have a community room, an after-school room, a pre-school room to replace existing facilities on the infant site?**

Comment

There is no wish to reduce community facilities as these are valued very highly. The Extended Schools initiative assumes that on-site community facilities may be delivered using school accommodation before and after the school day. It must therefore be considered whether separate accommodation continues to be essential or if these service can be delivered in a new way, e.g. utilising rooms within the school.

18.   **Concern that the proposal will lead to more road traffic?**

There is already a lot of traffic outside the schools at the start and end of the school day and concern that some people are speeding.

Comment

There will probably be less pupil movement and less traffic from off the estate. Any new housing may increase traffic slightly but this is unlikely to be at school times. This is an unknown at present. However, the planning authority is likely to ask for a traffic impact assessment as part of any planning application. Developers may be asked to contribute to, for example, traffic-calming measures or whatever the planning authority deems necessary.

19.   **Advantages of space**

Facilities for ICT, Art and Music have all been possible because of surplus rooms. If the amalgamation goes ahead this must have an impact.

Comment

It is only natural that a school with a number of spare rooms will use them as effectively as it can. The County Council has invested in schools across the county to help provide ICT suites, new staffrooms, music rooms., etc. Any new school would need to provide the right number of rooms to deliver a quality curriculum.

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20. **Such a change is likely to lead to some level of turmoil. What will be done to minimise the impact on pupils while any changes take place?**

Comment

Discussions on the proposal take nearly 12 months. Planning will take another 12 months. There is a period of change and parent anxiety. This is to some extent unavoidable but the County Council and the teachers will endeavour to help children through this change. Continuity of children's learning should not be threatened by this process of change.

21. **What happens if building work is not completed by the time the new school opens?**

Comment

Every effort would be made to ensure that any building works were completed by the proposed opening date. It should be noted that in construction terms this is not a large project. There is no question that the buildings would need to be fit to operate in school before they were occupied.

22. **The existing nursery has a separate little playground from the main school pupils. In the new school would there be just one, shared playground? The children may be frightened by this.**

Comment

Any nursery provision would feature a separate play area.

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An assessment of the opportunities presented by the Junior and Infant School buildings at Rokeby, Rugby

Proposals for a new Primary School at Rokeby, Rugby – Buildings issues

Note: *The appendices referred to in this report are available on request from John Harmon, Education Officer (Capital Programme) – tel. 01926 412150, e-mail johnharmon@warwickshire.gov.uk.*

1.0 PURPOSE OF THE REPORT

1.1 This report compares and contrasts current accommodation at the Rokeby Infant and Junior schools and assesses the likely works required at each school to accommodate a new one-form entry (1FE) all-through primary school.

1.2 The report compares existing accommodation to a model for a new 1FE school derived from guidance contained in *Building Bulletin 99, Briefing Framework for Primary Projects (Area Guidelines for Schools)* published by the Department for Education and Skills (DfES).

1.3 Deficiencies in the existing provision have been identified and notional estimates of the cost of rectification have been prepared.

1.4 The ability of each site to accommodate future expansion in response to either specific Government policies or demographic change has been examined.

1.5 Estimates of the cost of building works on either site have been prepared on an equal basis to allow a direct comparison of the two sites. The estimates are notional and are intended to be indicative only of the likely level of expenditure required.

CONTENT

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2.0 OPTIONS

2.1 Infant building

2.1.1 The options to create a one form entry primary school at the infant building are as follows:

2.1.2 Alter and adapt the existing Infant building to create a new school. Utilise existing Junior school playing fields (approximately 200m distant).

2.1.3 Alter and adapt the existing Infant building to create a new school. Utilise existing Junior school playing fields (approximately 200m distant). Incorporate existing Junior school car park (reduce the area of site for disposal at the Junior school).

2.2 Junior building

2.2.1 The options to create a one form entry primary school at the Junior building are as follows:

2.2.2 Provide a small extension for nursery and carry out internal alterations to create a new school.

2.2.3 Retain the existing accommodation and extend to provide a new nursery unit.

2.3 New build

2.3.1 Demolish both buildings and build a purpose designed Primary School; dispose of surplus land.

2.3.2 Demolish the Junior school and build a purpose designed Primary school on the junior school site; retain the existing infant school for other community use.

2.3.3 Demolish the Infant school and build a new school on the infant school site; retain the Junior building for other community activity.

2.3.4 Any of the above would require substantial investment by the County Council.

2.4 Land swap

2.4.1 Create a new school based on the existing infant building; demolish the junior building and create playing fields on the site of the demolished junior school; designate a portion of the existing playing fields as development land, in effect swapping the junior school site for a portion of existing playing fields. This would have the effect of creating playing fields immediately adjacent the existing infant / new primary school and thus remove one of the impediments to developing the infant school site.

2.5 Do nothing

2.5.1 Demographic forecasts suggest that to do nothing will cause both schools to continue to admit pupils significantly below their capacity. Declining numbers will affect the schools ability to set balanced budgets and may ultimately reduce the schools ability to attract and retain suitable staff, maintain their buildings and invest in teaching and learning.

Options 2.1 and 2.2 are considered in detail in sections 4 to 10 of this document.

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3.0   SUMMARY

3.1   Generally

3.1.1   Both buildings would require significant works to meet the requirements for a modern primary school. The work required at each school, whilst different in nature, is similar in cost. There is no significant financial advantage of one site over the other.

3.1.2   Both buildings have similar repair and maintenance needs over the next five years (approximately £280,000) as identified in the Education Asset Management Plan.

3.1.3   Both buildings are generally in a good state of repair and are clean and bright with good display and imaginative use made of non-teaching and ancillary areas; both have benefited from recent investment. If properly maintained both buildings should last for the foreseeable future.

3.1.4   The buildings have an almost identical backlog of maintenance needs and are likely to have similar future maintenance requirements.

3.1.5   Both buildings are capable, following alteration, of housing the proposed new school; each would provide broadly similar levels of teaching space; each would meet the requirements for playgrounds, and arrangements could be made to provide access to playing fields from the infant building, which currently has no playing fields. Opportunities exist at both sites to accommodate future expansion, it is however easier to extend or provide separate, additional accommodation on the Junior school site.

3.1.6   The type of building works required at each school would include extensions to create nursery accommodation at the Junior school and internal alteration to create support, resource spaces and age-appropriate toilet facilities at the infant school. Each scheme could be managed to reduce, but not obviate, the impact on pupils education.

3.1.7   The major advantage of the junior school site is that it is immediately adjacent its playing fields and has sufficient space elsewhere on the site to extend the existing accommodation or provide new buildings without displacing any existing facility. There are currently Home and Away team games changing and showering facilities, which, together with their proximity to the playing fields and hall, could support a range of community sport and leisure activity. By contrast, there is limited space at the infant school for any future expansion without displacing existing playgrounds. The Infant school has no changing facilities and no playing fields. Children would therefore need supervised access to the existing junior school fields approximately 200m distant. This will restrict pupil access to leisure and play during break and lunch periods and community use of the buildings and fields at other times.

3.1.8   The major advantage of the Infant school site is the feeling of space created by the volume of the building and by the length of circulation routes around the school. There is a separate dining space that could enable greater use of the hall to be made before, during and immediately after lunchtime, for school or community activity. The dining space could also be used to support additional community activity out of school hours. There is an existing, established, nursery unit at the infant school. There is currently no nursery provision at the Junior school.

3.1.9   Both schools could be adapted or extended to provide the accommodation required for a one-form entry school; notionally, this could be done from within the resources that might be achieved from the disposal of either site.

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3.2 Accommodation – significant differences

3.2.1   The total area of the Infant building is greater than that of the junior building and would remain so following conversion.

3.2.2   The total teaching and learning support area available in the Junior building is greater than that provided in the infant building.

3.2.3   Approximately 55% of the total area of the infant building does not contribute directly to teaching and learning. The comparable figure for the junior building is 39%.

3.2.4   Teaching space at the infant school is mostly classroom based with use made of other non-teaching spaces e.g cloakrooms, to provide additional support areas; at the Junior school teaching space is a combination of (smaller) classrooms and dedicated practical areas. The practical areas at the Junior school are open plan areas within the circulation routes of the school.

3.2.5   Classrooms at the infant school are generally larger than those at the junior school.

3.2.6   The Junior school hall is 25% larger than the infant hall.

3.2.7   The infant school has a dedicated dining room; the junior school hall is used for dining.

3.2.8   There is a nursery unit at the infant school but no nursery provision at the Junior school.

3.2.9   There are changing rooms for school and community use at the junior school but none at the infant school.

3.2.10 The junior school has direct access to extensive playing fields; there are no playing fields at the infant school.

3.3 Site

3.3.2   The infant school site does not have sufficient playing fields to satisfy the requirements of the Schools Premises Regulations. Use could be made of the existing Junior school playing fields, approximately 200m from the infant school site.

3.3.3   The infant school site has limited car parking; access to the HARCA community building is shared with the school and provides no separation of vehicles and pedestrians. There is limited opportunity to extend parking provision to meet any future demand e.g. community use. Use could be made of the existing Junior car park, which could be retained and incorporated into the Infant site but would reduce the land available for disposal at the Junior site.

3.3.4   The infant site offers fewer opportunities for future expansion for provision of additional services / buildings. There are large tracts of land to the side and front of the Junior building that offer opportunities for future expansion if required.

3.3.5   The infant site is immediately adjacent and opposite existing housing. Disposal of the infant site for say housing development would therefore blend with the streetscape. Disposal of the Junior school site would create an isolated pocket of housing forming a barrier between a school and its playing fields.

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3.3.6   Neither site is secure. There is direct public access at both schools to the playgrounds throughout the school day. A public right of way crosses both sites and the junior playing fields.

3.4   Cost

3.4.1   The cost of works necessary to meet DfES guidelines at either school could be met from the income generated by the sale of either site.

3.4.2   The major cost of development at the junior school site would be the provision of a nursery unit.

3.4.3   At the infant school site the costs would be spread between providing additional support spaces; alterations to accommodate junior age children; improved access and some improvements to security and safety.

4.0   EXISTING FACILITIES

4.1   Infant building

4.1.1   **Generally**

4.1.2   The Infant building is generally in framed construction with flat roofs, concrete block and masonry internal and external walls. The building is well maintained, clean, and bright.

4.1.3   Floor finishes are a combination of wood block, quarry tiles and vinyl tiles; many areas have been carpeted. Windows are generally metal but a substantial number have been replaced with uPVC. Ceiling heights within classrooms are in the order of 3.5m (12ft), which, whilst creating the feeling of space and light, also create large volumes to heat. Windows to classrooms include generally one full wall of glazing / infill panels.

4.2   Accommodation

4.2.1   The functional use of the infant school building is analysed in Appendix 1(Existing use of accommodation) the following is provided as a commentary on the types of spaces available.

4.2.2   Teaching spaces are enclosed rooms with small areas for sinks / wet areas. Classrooms do not generally have direct access to the outside. Existing cloakrooms are sometimes used as additional teaching spaces.

4.2.3   There is a separate nursery unit with a discrete external play area, external toy store and covered play area. The play area is a combination of paving slabs and grassed areas.

4.2.4   There is a dedicated ICT room capable of supporting a whole class group.

4.2.5   The school library is an area within the foyer / lobby, other reading resources are located in corridor spaces throughout the school.

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4.2.6   The school has separate hall and dining spaces. Dining for infants is currently held in two sittings. Consideration should be given to how the dining space would support the additional numbers that would arise from the inclusion of junior school pupils.

4.2.7   There is one dedicated support room to accommodate group work and withdrawal of pupils for learning or behavioural support. Use is made of other areas of the school to support this function, including dining space, corridor, cloaks areas and a teaching resource store / room.

4.2.8   The former Deputy Head's office is used for community and parent activity during the school day.

4.2.9   The Head Teacher's office is generous and relates well to the admin office and staffroom. It provides a workspace and meeting space for the Head Teacher.

4.2.10   The staffroom is adequate for the numbers of staff currently on site, but offers no facilities for staff to undertake work preparation. The staffroom would require extending or remodelling to accommodate additional staff and to provide an area for work preparation.

4.2.11   Corridors are long with windows at high level only. Children have no view of the outside from the corridors.

4.2.12   WC facilities are generous, well maintained and relate well to the classroom space and outdoor play areas but are dated in design and layout and do not offer the privacy required at KS2.

4.2.13   There are no visitor WC facilities.

4.2.14   There are no changing rooms for staff, pupils or community use.

4.2.15   The school would require some works, for example ramps to doorways, to make it compliant with the requirements of the Disability Discrimination Act (DDA) and Special Educational Needs and Disability Act (SENDA).

4.2.16   There is sufficient hard play space to accommodate Junior and Infant pupils, though consideration would need to be given to separation of Key Stage 1 (KS1) and Key Stage 2 (KS2) pupils.

4.2.17   Whilst there is sufficient soft play space for an infant school, it is insufficient for a primary school. Regulations require a Primary school to have, or to have access to, playing fields capable of being laid out for the playing of team games. Use would need to be made of the existing playing fields on the far side of the Junior building.

4.2.18   There is a separate wildlife area.

4.2.19   There is no physical separation of the users of the HARCA building from pupils at play.

4.2.20   There is no physical barrier to prevent strangers from entering the school playgrounds during the school day.

4.2.21   There is a public right of way across the school. This could be stopped-up with the agreement of the local planning authority / highways authority.

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4.3   Junior building

4.3.1   **Generally**

4.3.2   The Junior building is of CLASP (Consortium of Local Authorities Special Projects) construction, a system of buildings provided through a consortium arrangement to which Warwickshire is party.

The building is of framed construction with flat roofs and exposed aggregate concrete panel construction. The building is well maintained, clean and bright. Floor finishes are generally carpet with vinyl coverings in the hall and wet areas. Windows are a mix of timber and uPVC. Storey heights within classrooms are generally 2.6m high with level, suspended ceilings throughout. Classrooms have at least one external, glazed wall. Each classroom has an external door that provides direct access from the classroom to the outdoor curriculum and for emergency escape.

4.4   Accommodation

4.4.1   The functional use of the junior school building is analysed in Appendix 1(Existing use of accommodation) the following is provided as a commentary on the types of spaces available.

4.4.2   Teaching spaces are enclosed rooms with small areas for sinks / wet areas. Classrooms have direct access to the outside.

4.4.3   There is no nursery provision on the site. A new foundation unit would need to be created as part of any amalgamation.

4.4.4   There is a dedicated ICT room capable of supporting a whole class group.

4.4.5   There is a separate discrete school library capable of supporting a whole class.

4.4.6   The school has a single large hall, part of which is used as a dining space at lunchtime. The hall could accommodate all diners in one or two sittings.

4.4.7   Adjacent the classrooms are large formal support areas. These areas support science, food technology and other group or whole class activities. There are also areas that support individual learning / withdrawal and small group work.

4.4.8   There is a small multi-purpose room that supports withdrawal and serves as a base for the schools Special Educational Needs Co-ordinator.

4.4.9   There is no dedicated community room.

4.4.10   The Head Teacher's office is an adequate size and relates well to the admin office and staffroom.

4.4.11   The staffroom is adequate for the numbers of staff currently on site but offers limited facilities for staff to undertake work preparation. Extending the staffroom should be considered to accommodate additional staff and to provide an area for work preparation.

4.4.12   Corridors are wide and are naturally lit from windows and rooflights. There is a view of the outside from the corridors.

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4.4.13 There are sufficient WC facilities for an all through primary school, though additional, separate WC's would be required as part of any foundation stage development. The existing WCs have been recently refurbished.

4.4.14 There are no visitor WC facilities. However, additional toilets are available as part of the changing facilities. There is a disabled persons WC.

4.4.15 There are two team-game changing rooms for pupils or community use. Each provides changing for up to 15 persons, WC and shower facilities.

4.4.16 The school is generally accessible to wheelchair users but would require some works, for example, level access to the main entrance door.

4.4.17 There is sufficient hard play space to accommodate Junior and Infant pupils. There are two separate playgrounds that would provide separate play areas for Key Stage 1 (KS1) and Key Stage 2 (KS2) pupils.

4.4.18 There is sufficient soft play space for an all through primary school. Use can be made of the existing playing fields that are adjacent the Junior building.

4.4.19 There is a no separate wildlife area, but there are informal landscaped areas that could provide this use.

4.4.20 There is no physical barrier to prevent strangers from entering the school playgrounds during the school day.

4.4.21 There is a public right of way across the school. This could be stopped-up with the agreement of the local planning authority / highways authority.

5.0 ASSET MANAGEMENT PLAN

5.1 General

5.1.1 The Asset Management Plan (AMP) records the details of the schools built assets under the following headings:

Condition: the physical state of the buildings measured against a common framework and categorised according to priority.

Suitability: the Head Teacher's view of the suitability of spaces and how they impact on the delivery of teaching and learning, management or behaviour. The views are the personal assessment of the Head Teacher and are therefore, to a degree subjective. Different Head Teachers may assess the same space or school differently.

Sufficiency: a measurement against guidelines published by the Department for Education and Skills (DfES) of the number of spaces of each type provided at a school.

5.2 Condition

5.2.1 The AMP (Appendices 4 and 5) records a need for expenditure over the next five-year period of approximately £280,000 at each school.

5.2.2 It should be understood that the AMP considers only a five-year period and identifies those works that are likely to be required during that period. It does not purport to be a comprehensive analysis of the whole need at the school.

5.3 Suitability

5.3.1 Copies of the schools suitability returns (Appendices 6 and 7) are attached.

5.3.2 The assessments, carried out by the respective Head Teachers, identify few problems with each school, though notably the Head Teacher of the Junior School identified classrooms as being too small for the number of pupils. The average classroom size in the Junior building is 51.3m² with access to a range of other spaces outside of the classroom that support areas of the curriculum. The average size of (existing) classrooms in the infant building is 56m² with fewer support areas.

5.3.3 An analysis of accommodation at each school is set out in Appendix 1.

5.3.4 Classroom sizes at both schools fall below the current space standards that govern the provision of a new-build school.

5.3.5 Storage is considered an issue in the Junior building. The infant classrooms have substantially larger store cupboards than the Junior classrooms. The infant school also makes use of a spare classroom to store teaching resources. This spare room would be converted back to teaching and alternative storage would need to be found if amalgamation took place on the infant school site.

5.3.6 External paths and play surfaces are identified as a medium risk Health and Safety concern on the Infant site.

5.4 Sufficiency

5.4.1 There is sufficient accommodation at each school for the numbers of children currently attending.

5.4.2 The sufficiency of either building to accommodate both sets of pupils is examined in section 5 below.

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6.0   COMPARISON WITH GUIDELINES

6.1   General

The DfES publishes a range of documents that provide guidance on design issues. There is an expectation that the guidance will inform all new-build projects and should, wherever possible or practical, be applied to alterations and refurbishment work. The key document is Building Bulletin 99, Briefing Framework for Primary School Projects, which sets out the core provision (numbers and sizes of classrooms for example) and a range of options for the overall size of a new primary school.

6.2   Method

6.2.1   The space utilisation of both the Infant and Junior schools has been analysed and is presented in a simple spreadsheet at Appendix 1. The analysis was produced by examination of plans of the building, by survey and from discussions with staff at both schools.

6.2.2   Each category of space has been expressed as a percentage of the total area of the building.

6.2.3   The total area and the total teaching area per pupil have been calculated. This gives a direct comparison of the efficiency of use of each building.

6.2.4   A model based on DfES guidelines has been produced and is attached at Appendices 8-10. The model reflects typical provision and is not intended to set out the views of the Authority as to what a new, consolidated school at Rokeby might contain. The model forms a yardstick against which deficiencies in existing provision might be identified and against which the space efficiency of the existing buildings can be measured.

6.3   A model one-form-entry primary school

6.3.1   **Generally**

6.3.2   There is no definitive size for a new 1FE primary school; there is however a range of areas into which a new school is expected to fit.

6.3.3   Reproduced below are the key formulae that inform the calculation of the area of a new primary school. These are intended as "rule of thumb" guides. A more detailed calculation is included in Appendices 8-10.

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Appendix 1: Key Formulae

Key Formulae for Primary, First and Middle, and Middle Deemed Primary Schools

N = number of pupil places (or full-time eqivalent where applicable)

	all primary schools	5 - 12 first and middle schools	8 - 12 middle schools
basic teaching	2.1N	50 + 2.2N	50 + 2.3N
halls	100 + 0.3N	250 + 0.3N	250 + 0.3N
learning resources	15 + 0.15N	50 + 0.16N	50 + 0.17N
staff & admin.	30 + 0.2N	75 + 0.21N	75 + 0.22N
storage	45 + 0.25N	100 + 0.26N	100 + 0.27N
dining & social	-	-	25 + 0.05N
'float'	10 + 0.1N	175 + 0.12N	150 + 0.14N
TOTAL NET BUILDING AREA	200 + 3.1N	700 + 3.25N	700 + 3.45N
LIKELY GROSS BUILDING AREA	250 + 4.5N	1000 + 4.5N	1000 + 5N

Minimum Site Areas	infant schools (except confined sites)	5 - 11 primary schools (except confined sites)	primary schools on confined sites
pitches	-	20N	provided 'off-site'
soft play (informal & social)	800 + 2.5N	800 + 2.5N	600 + 2N
games courts (hard surfaced)	600 + 2N	600 + 2N	1000 (MUGA)
hard play (informal & social)	400 + 1.5N	400 + 1.5N	200 + 1N
habitat	200 + 1N	200 + 1N	0.5N
'float'	5N	5N	remainder of site
TOTAL NET SITE AREA	2000 + 12N	2000 + 32N	1800 + 4N minimum
LIKELY SITE AREA: from	2300 + 14N	2200 + 36N	2500 + 5N
to	2700 + 16N	2500 + 40N	3000 + 6N

These formulae are the basis of the graphs later in this document. They can be used for 5 - 11 primary schools where there are (approximately) the same number of pupils in each year up to year 7, and all infant, middle or secondary schools. Gross area figures are approximate to allow an easy 'rule of thumb'.   Nursery pupils are not included?

Key Formulae for Calculating Building Area for Any Primary School (except special)

	Area for each school			Area for each pupil in:			
	For any primary school	For any middle school	For any 'first and middle' school	nursery	recep and KS1	KS 2	KS 3
minimum building areas	Likely gross area of buildings = net area / 0.7						
basic teaching	-	50	50	2.1	2.1	2.1	2.9
halls	100	250	250	-	0.3	0.3	0.3
learning resources	15	50	50	0.45	0.15	0.15	0.25
staff & admin.	30	75	75	0.2	0.2	0.2	0.28
storage	45	100	100	0.25	0.25	0.25	0.33
dining & social	-	25	25	-	-	-	0.2
'float'	10	150	150	0.1	0.1	0.1	0.24
TOTAL NET BUILDING AREA	200	700	700	3.1	3.1	3.1	4.5
minimum site areas	Likely total site area = net site area x 1.1 to 1.35						
pitches	-	10000	7500	-	-	35	35
soft play (informal & social)***	800	800	800	2.5	2.5	2.5	2.5
games courts (hard surfaced)	600	600	600	-	2	2	2
hard play (informal & social)	400	400	400	1.5	1.5	1.5	1.5
habitat	200	200	200	1	1	1	1
'float'	-	1000	500	5	5	5	5

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6.3.4   The formulae set out in the first table suggests that the area of any new primary school (excluding nursery) should be in the order of 250m² + 4.5 x the number of pupils on roll.

6.3.5   In the case of a 1FE school this translates as:

250 + (4.5 x 210)   =   1195m²

Allowance for nursery   120m²

Total area of model 1FE   1315m²

6.3.6   The more detailed calculation included in Appendices 8 -10 would suggest an area of 1385m².

6.3.7   This model makes no specific allowance for community activity.

6.4   How the infant building compares with published guidance

6.4.1   **Teaching**

6.4.2   The infant building has a total internal floor area of 1960m² (excluding temporary accommodation) and an admission number of 60 pupils per year, generating a maximum number of 180 pupils. Current guidelines would suggest an area of 1960 m² could support 370 pupils and that 180 pupils could be accommodated in a school of approximately 1060m². It is clear that the infant building is significantly over-sized for its current use.

6.4.3   There is currently 666m² of dedicated teaching space (including hall and specialist areas), which represents 34% of the total floor area available. Staff make use of other areas such as cloakrooms to support some elements of the curriculum (Appendix 1).

6.4.4   Spaces that do not directly support teaching account for 55% of total floor space; the nursery unit represents a further11% (Appendix 1).

6.4.5   The current use of the building provides 3.70m² of teaching space per pupil (based on the school being full at 180 pupils). Guidelines suggest an area per pupil of 3.1m² (see table above).

6.4.6   If the existing school were to be organised as a 1FE all through primary school, there would need to be some re-organisation of space to provide 7 class bases and a nursery. If reorganisation were carried out, the amount of teaching space would actually fall from 3.7m² to 3.61m² per child (based on 210 pupils).

6.4.7   The Infant school building could, following reorganisation, accommodate a 1FE primary school and satisfy the teaching space requirements of DfES.

6.4.8   **Non-teaching spaces**

6.4.9   The total area currently given to spaces that do not directly support teaching is over 984m² and represent 54% of the total building area.

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6.4.10 Good design practice, and the expectation of DfES, suggests that, in any school, teaching will represent 60% of the total area and non-teaching spaces no more than 40%. The preferred ratio of teaching to non-teaching at 60:40 recognises that the all areas in a school whatever their use, cost much the same to operate. It follows that the more space you have the more it will cost to maintain and service. By limiting the amount of non-teaching space, it should be possible to free-up monies to support teaching and learning rather than maintenance.

6.4.11 Corridor spaces are long and narrow, cloaks areas very large with toilets an integral part of the cloaks space; there is only one dedicated support room for withdrawal or group work.

6.4.12 The dining space currently provides two sittings; with increased numbers there may be an effect on the numbers of sittings and therefore the timing of lunchtimes for infant and juniors.

6.4.13 **Hall**

6.4.14 The hall, at 190m², is sufficient for a 1FE primary school.

6.4.15 **Staff and management areas**

6.4.16 The Head Teacher's office is a suitable size and relates well to admin and the staff room.

6.4.17 There is no Deputy's office.

6.4.18 The Admin office is long and narrow and does not relate to the entrance to the school. Neither the main doors nor any approach to the school can be seen from the admin office. The staffroom is undersized for the numbers of staff and does not provide an adequate space for teachers to carry out work preparation or marking of pupil work as now required.

6.4.19 **Facilities for the disabled**

6.4.20 There are no dedicated facilities for the disabled, though there is easy circulation around the building.

6.4.21 **Changing facilities**

6.4.22 There are no changing or shower facilities at the school to support either school activity or community activity.

6.4.23 **Community room**

6.4.24 There is a room that is made available to the community.

6.5 How the junior building compares with published guidance

6.5.1 The Junior building has a total internal floor area of 1437m² (Appendix 1) (excluding temporary accommodation) and an admission number of 60 pupils per year, generating a maximum of 240 pupils. Current guidelines suggest that a school of 1437m² could support 260 pupils. The proposal is to support 210 pupils.

6.5.2   There is currently 881m² of dedicated teaching space (including hall and specialist areas), which represents 60% of the total area available.

6.5.3   Spaces that do not directly support teaching account for 40% of the total; there is no nursery space on site.

6.5.4   A 1FE school requires 7 class bases (years R-6) and optionally, a nursery class, giving a total of 8 teaching spaces. There are currently 9 teaching spaces, 8 of which are sufficient for class bases. It would be possible either by extension or by internal alteration to provide the number of spaces required to create a nursery and 7 class bases.

6.5.5   The current use of the building provides 3.67m² of teaching space per pupil (Appendix 1) (based on the school being full at 240 pupils). Guidelines suggest an area of 3.1m² per pupil.

6.5.6   If the school were to be re-organised as a 1FE all through primary, the amount of teaching space would be as follows:

1   Internal re-organisation ~ 3.99m² (see Appendix 9)
2   Extension to form nursery ~ 4.24m²/pupil (see Appendix 10)

In either case the resultant school would provide sufficient teaching space to meet the requirements of DfES.

6.5.7   Non-teaching spaces

6.5.8   The total area given to spaces that do not directly support teaching is circa 557m² and currently represents 40% of the existing accommodation. Dependent on the eventual design solution this proportion would fall, in the case of an extension to form a nursery, the proportion of non-teaching space would fall to around 35%.

6.5.9   Good design practice and the expectation of DfES is that an efficient school building will have no more than 40% of its space supporting non-teaching activities. The Junior building both now and following any alteration or extension would provide 40% or less non-teaching space.

6.5.10   Hall

6.5.11   The hall at 232m² is sufficient for a 1FE school.

6.5.12   Staff and management

6.5.13   There is a Head Teacher's and Deputy Head Teacher's office, which relate well to each other, the admin office, reception and the staff room.

6.5.14   The Admin office directly overlooks the entrance to the school and controls the reception foyer, which is secured from the remainder of the school to control visitor access.

6.5.15   The staffroom is sufficient in size to meet the requirements of DfES guidance. There is no separate area within the staff room for work preparation. Use can be made of the Deputy Head's office for this purpose.

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6.5.16 Facilities for the disabled

6.5.17 There is a disabled toilet facility. Many of the doors have level access at the thresholds; there are few inaccessible areas of the school.

6.5.18 Changing facilities

6.5.19 There are changing rooms with shower facilities for home and away teams and a disabled WC that could provide changing for the disabled.

6.5.20 Community room

6.5.21 There is currently no dedicated community room.

7.0   WHAT WORK WOULD BE REQUIRED TO CREATE A 1FE PRIMARY SCHOOL?

7.1   Infant school site

7.1.1 **Meeting core provision for a 1FE**

7.1.1 Accommodation at the infant school has been compared with the guideline model and deficiencies and opportunities identified. A copy of the comparison is attached at Appendix 8. This is not definitive but is indicative of the level of provision normally provided in a 1FE school.

7.1.3 Commentary on comparison

7.1.4 **Basic teaching** (classrooms): is marginally below the recommended teaching area.

7.1.5 Given the nature of the construction it would not be possible to easily or economically extend classrooms to meet guideline provision.

7.1.6 **Specialist practical**: there are no dedicated areas for food/ science / art / design or technology. These subjects are currently delivered either in the classroom or by making use of other areas e.g. cloakrooms. There is a spare class base, currently used for music that could support some of these functions. The ICT suite is larger than the model provides.

7.1.7 It would be possible to convert the existing cloaks and toilet areas to create small dedicated spaces to support these areas of the curriculum.

7.1.8 **Hall:** the main hall is larger than the model provides.

7.1.9 No work is required or proposed.

7.1.10 **Learning resource:** the library area is small but could be expanded, it would however remain an open plan space on a circulation route and may prove difficult to support whole class activity. There are too few places to withdraw children to. Currently use is made of circulation routes, cloaks areas and offices.

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7.1.11   Dedicated SEN / withdrawal rooms should be provided.

7.1.12   **Total teaching space:** is broadly equivalent to the model. However, this is due in the main to the large hall and spare room used for music.

7.1.13   **Teaching storage:** the school has ample storage; provision would exceed the model by 240% and some opportunities may exist to make other use of some stores.

7.1.14   **Non-teaching storage**: there is considerably more non-teaching storage than the model allows. Most of the excess area is in cloakrooms, which are very generous spaces.

7.1.15   Consideration should be given to converting part of each of these spaces to provide SEN / withdrawal / specialist areas.

7.1.16   **Staff and admin areas**: whilst the overall area of these areas exceeds the guidance, there are shortfalls in provision. For example, the staffroom is not sufficient for the proposed number of staff; there is no space for the Special Needs Co-ordinator or for use by other agencies or for medical inspection. The level of provision is slewed by the generous reception area, which at 57m² is larger than many of the classrooms. The staff and admin areas, net of the reception /lobby, is slightly under the guideline. The admin office does not relate directly to nor does it overlook the main entrance, car park or school entrance.

7.1.17   It would be preferable for security purposes for the reception / admin office to directly overlook the entrance to the site and the school. This would require relocation of the admin function. This could be achieved by creating an internal office and secure lobby within the existing foyer.

7.1.18   **Catering**: there is a dedicated dining space. The kitchen areas are extremely large by modern standards.

7.1.19   No work is recommended.

7.1.20   **Toilets and personal care:** toilet provision for both adults and pupils is generous.

7.1.21   Re-sizing of appliances to suit older children and some reorganisation to provide better levels of privacy will be required. This area may also be re-organised along with cloaks areas to provide support spaces.

7.1.22   **Plant and circulation:** circulation is generous. The existing plant room is significantly over-sized and reflects the age of the building.

7.1.23   No work is recommended.

7.1.24   **The school,** statutory provision 5-11, is approximately 150% of the guideline area but offers no more classroom teaching space than the guidelines require. Of the 1692 m² of School, 758m² is teaching space this represents only 42% of the total building area.

7.1.25   **Nursery:** the nursery provision is larger than current guidelines provide. It does not link directly with the Reception year class but does share an external space. Opportunities to work with Reception Year as a foundation unit is limited by their being physically separate.

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7.1.26   It would be possible to remodel the nursery unit to include both nursery and reception class. This would reduce the overall area of space available to the nursery but would meet current good practice of having a linked foundation unit.

7.1.27   **Community room:** a room is made available to support community groups. The location of the room is such that it could not be made available in the evening or out of school hours without giving free access to all other areas of the school.

7.1.28   It would be desirable to relocate the community room to an area more easily controlled or overlooked, one that could be secured for evening use. Alternatively additional doors along the corridor routes could provide separation for out of hours use.

7.1.29   **Overall:** the building is 50% larger than the guidelines would allow. There are some generous spaces (cloakrooms, nursery, foyer) but the area of classroom teaching space is less than would currently be provided.

7.1.30   **Security and fire:** there are no fire doors along the length of either corridor and no secondary means of escape directly from the classrooms to the outside. Rooms 330, 340 and 630 (class rooms) are dead-end situations with only one route in or out of the classroom. Security is poor, with free access to the school site and playgrounds from both the main entrance and via a public right of way. Visitors are required to ring a bell to summon the receptionist and must stand outside (in all weathers) before being allowed in. There is no holding area/ secure lobby where enquiries can be dealt with before allowing entrance to the building.

7.1.31   It would be desirable to create a secured lobby directly overlooked and controlled by the reception area / admin team. A full fire safety survey should be carried out to ascertain the extent of any works required but consideration should be given to the following: fire doors to reduce effective corridor length; fire doors to provide compartmentalisation; direct access to outside from each class base; protection of designated fire escape routes and rooms opening onto or off such routes. Protection of fire escape routes, where they provide the only means of escape, might include removing bookshelves/display/other flammable materials and providing fire doors to each room opening onto the route; changing external escape doors at main entrance and adjacent the ICT suite which open inwards rather than outwards.

7.1.32   Disabled facilities: in common with most buildings, a great deal of work would be required to make this school fully inclusive. However, as a minimum there should be equality of opportunity for pupils' staff and visitors to gain access to, and move around the building. There should be equality of access to the facilities of the school and to the curriculum.

7.1.33   Consideration should be given to providing level thresholds / access ramps at main doors; WC, washing and changing facilities; appropriate height tables / fixed benching. Other desirable work should be considered as needs arise eg colour contrast schemes to support the visually impaired; induction loops or sound fields to support the hearing impaired.

7.1.34   **Playgrounds / grounds;** there is a separate play area for nursery age children and a small enclosure for reception year pupils. There is one large playground with some play equipment and furniture. There is insufficient grassed area to comply with the Schools Premises Regulations *(Statutory Instrument nr 2),* which requires that a school of 200-300 pupils shall have team game playing field of at least 10,000m².

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7.1.35   It may be desirable to separate the Junior and Infant phases at play and consideration should be given to re-planning the playground to provide separation. The school could have access to the playing fields located on the far side of the existing Junior building (c 200m distant); though this would be for organised play rather than casual play at break times.

7.2   Junior school site

7.2.1   Meeting core provision for a 1FE

7.2.2   Accommodation at the Junior school has been compared with the guideline model and deficiencies and opportunities identified. A copy of the comparison is attached at Appendices 9-10. This is not definitive but is indicative of the level of provision normally provided in a 1FE school.

7.2.3   Commentary on comparison

7.2.4   **Basic teaching** (classrooms): is marginally below the recommended teaching area. The overall level of teaching accommodation is substantially (34%) above the guideline figure. The number and size of practical and support spaces means that some parts of the curriculum can be delivered outside of the classroom. Individual classrooms, though less than the recommended area do not have to support the full range of activities. For example there are dedicated areas for science and food technology outside of the classrooms.

7.2.5   The nature of the construction lends itself to easily extend existing classrooms by re-alignment of internal partition walls if this were considered necessary.

7.2.6   **Specialist practical**: there are dedicated areas for food and science. Art, design and technology are currently delivered in a "spare classroom".

7.2.7   Depending upon the option chosen there is scope to retain the spare room (if a complete new foundation unit were to be built) or to create other practical / resource areas if the school were altered to accommodate the foundation unit.

7.2.8   **Hall:** the main hall is larger than the model provides.

7.2.9   No work is required or proposed. It would be desirable to create corridor routes around the hall.

7.2.10   **Learning resource:** the library area is very large and significantly exceeds guidelines.

7.2.11   Building a new foundation unit would retain the existing library space. Internally altering the building for a foundation unit would displace the library. A new library would be required as part of a minor extension.

7.2.12   There is one dedicated SEN / withdrawal room. There are quiet / withdrawal areas adjacent each group of classrooms.

7.2.13   **Total teaching space:** Regardless of option chosen, (major or minor extension) the amounts of teaching space available exceed the model by 25-35%. This is due in part to the large hall and dedicated music room. Discounting the excess size of the hall and the music room, the Junior school would still marginally exceed guidelines.

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7.2.14 **Teaching storage:** is marginally below the guideline, however this does not take account of the extensive storage provided in the specialist practical areas.

7.2.15 No work is recommended.

7.2.16 **Non-teaching storage**: is marginally above the guideline.

7.2.17 No work is recommended.

7.2.18 **Staff and admin areas**: The staffroom is sufficient for the proposed number of staff. There is a dedicated space for the Special Needs Co-ordinator and a spare office for use by other agencies or for medical inspection. The admin office overlooks the main entrance, and school entrance.

7.2.19 No work is recommended.

7.2.20 **Catering**: there is no dedicated dining space. The kitchen areas are extremely large by modern standards. Dinners are served in the hall during the lunch hour. Guidance does not provide for a separate dining space in a 1FE school but assumes that the hall will used for dining.

7.2.21 No work is recommended.

7.2.22 **Toilets and personal care:** toilet provision for both adults and pupils is adequate.

7.2.23 Re-sizing of appliances to suit younger children may be required. Depending upon the option chosen there may be a requirement to provide an additional set of pupil toilets.

7.2.24 **Changing facilities:** there are separate male and female changing facilities with showers and WC facilities. The location of these facilities, adjacent the hall and with direct access to the outside, makes them suitable to support community and after school activities.

7.2.25 No work is recommended.

7.2.26 **Plant and circulation:** circulation is very efficient. The existing plant room is over-sized and reflects the age of the building.

7.2.27 No work is recommended.

7.2.28 **The school,** statutory provision 5-11, is approximately 114% of the guideline area. Of the existing 1437 m² of School, 881m² is teaching space, which represents 61% of the total building area. Following the creation of the foundation unit the teaching area would be in the range 840m² to 900m² and would represent between 55 and 60% of the remodelled building.

7.2.29 **Nursery:** there is currently no nursery provision. Options to be explored include altering and extending the existing building to provide an integrated foundation unit that brings together the nursery with the reception class. Dedicated external play space would need to be provided.

7.2.30 **Community room:** there is currently no specific community room provision. Use could be made of the existing deputy head teacher's office the location of which is such that it could be made available in the evening or out of school hours without giving access beyond the hall to other areas of the school.

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7.2.31   Dedicated community provision should be considered as part of the remodelling.

7.2.32   **Overall:** a remodelled and extended building would be between 5 and 15% above guidelines, more if additional community facilities are added.

7.2.33   **Security and fire:** there is secondary means of escape directly from the classrooms to the outside. Security is poor, with free access to the school site and playgrounds from both the main entrance and via a public right of way. There is a holding area/ secure lobby where enquiries are dealt with before allowing entrance to the building.

7.2.34   A full fire safety survey should be carried out to ascertain the extent of any works required but consideration should be given to the following: fire doors to provide compartmentalisation; main entrance doors, which open inwards rather than out.

7.2.35   **Disabled facilities**: in common with most buildings, a great deal of work would be required to make this school fully inclusive. However, as a minimum there should be equality of opportunity for pupils' staff and visitors to gain access to, and move around the building. There should be equality of access to the facilities of the school and to the curriculum.

7.2.36   Consideration should be given to providing level thresholds /access ramps at main doors; appropriate height tables / fixed benching. Other desirable work should be considered as needs arise eg colour contrast schemes to support the visually impaired; induction loops or sound fields to support the hearing impaired.

7.2.37   **Playgrounds / grounds;** there are two separate playgrounds which lend themselves to an infant and junior playground. A separate play area for nursery age children and a small enclosure for reception year pupils would be required as part of any alteration or extension. There is adequate playing fields and other grassed areas either within the curtillage of the site or immediately adjacent (with direct access) to comply with the Schools Premises Regulations *(Statutory Instrument nr 2).*

8.0   APPROXIMATE COSTS

8.1   Infant building

It would be possible with very little alteration to create a 1FE school in the infant building. The resultant building would retain the deficiencies outlined previously. The following indicative estimate sets out the order of cost of carrying out the works described and is intended as a guide only to the likely level of cost and has been calculated and using the same datum as the estimate for alterations to the junior building. The two are therefore directly comparable.

8.2   The minimum necessary

Strip out existing areas and create infant phase boys and girls WCs within one cloaks space; create junior phase boys and girls WCs within other cloaks area; address access issues by provision of ramps etc; refurbish existing teaching storage room for use as classroom; re-plan reception year toilets to ensure wash hand basins are within the toilet space (regulations); separation of play areas for each key stage.

In the order of £210,000.

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8.3   Desirable

Strip out existing areas and create infant phase boys and girls WCs within one cloaks space; create junior phase boys and girls WCs within other cloaks area; address access issues by provision of ramps etc; refurbish existing teaching storage room for use as classroom; re-plan reception year toilets to ensure wash hand basins are within the toilet space (regulations); separation of play areas for each key stage; enlarge staffroom by removal of adjacent WCs and refurbish staffroom; create withdrawal spaces/ group rooms in existing cloaks areas; extend library (remove ornamental pond).

In the order of £325,000.

8.4   Beneficial

Strip out existing areas and create infant phase boys and girls WCs within one cloaks space; create junior phase boys and girls WCs within other cloaks area Refurbish and enclose toilet facilities for Key Stage 2 pupils; address access issues by provision of ramps etc; refurbish existing teaching storage room for use as classroom; re-plan reception year toilets to ensure wash hand basins are within the toilet space (regulations); separation of play areas for each key stage; enlarge staffroom by removal of adjacent WCs and refurbish staffroom; create withdrawal spaces/ group rooms in existing cloaks areas; extend library (remove ornamental pond); create secured lobby; fire doors to corridors; create direct escape from classrooms.

In the order of £450,000.

8.5   Junior building

8.5.1   The following indicative estimate sets out the order of cost of carrying out the works described and is intended as a guide only to the likely level of cost and has been calculated and using the same datum as the estimate for alterations to the infant building. The two are therefore directly comparable.

8.5.2   In order to use the existing junior building as a 1FE school it would be necessary to create a foundation unit for Nursery and Reception year.

8.5.3   This could be achieved by either internal alteration with a small extension or by internal re-organisation and a major extension for the Nursery.

8.6   Necessary

Alterations to existing classroom, practical area and library; extend building for nursery (part) and WCs.

In the order of £200,000.

8.6.1   Extension for nursery unit (140m²); works to existing as a result.

In the order of £ £400,000.

8.7   Desirable

Nursery / foundation unit; create corridor around hall.

In the order of either £220,000 or £430,000.

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8.8   Beneficial

Nursery / foundation unit; create corridor around hall; extend classrooms internally by relocating existing demountable partitions.

In the order of either £340,000 or £550,000.

9.0   EXTENDIBILITY

9.1   Generally

9.2   Whilst the numbers within the school priority area are forecast to remain at a level sufficient to sustain the school at 1FE, there may, at some point in the future, be a requirement to extend the school for either additional pupil places, as a Children's Centre or to provide extended school and community facilities.

9.3   The infant school site has little space at the front or sides and, if extended at the rear, would displace playgrounds that could not be replaced elsewhere on the site. Playgrounds could be relocated to the playing fields or alternatively not replaced and the school left with under provision.

9.4   The junior school site has space at the front and to one side and if extensions displaced playgrounds there is opportunity to replace them within the existing site or by extending on to the playing fields.

9.5   The infant building is a framed structure with blockwork infill and internal load bearing walls. Alterations to the existing would prove expensive. Extension in traditional construction (brick and tile) is possible.

9.6   The junior building is a framed system with non-load bearing walls throughout. Internal alterations would be relatively simple. Extensions could be carried out in the identical framed system or in traditional construction. There is sufficient space on the site to consider stand-alone, independent buildings.

9.7   There is insufficient space on the infant school site to meet current car parking needs. If the existing junior school car park were incorporated in the retained infant site the current pressure would be relieved. The retention of the junior school car park would however reduce the area of land released and therefore the income from any sale of the Junior school site.

9.8   The junior school site has more existing parking provision and more available space to extend that provision.

9.9   Any increase in use or addition of community facilities at either site would require additional car parking.

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10.0 AFFORDABILITY

10.1   It would be possible to meet the likely cost of either option from the estimated capital receipts generated by release of either site.

10.2   Further detailed estimates are required.

10.3   The likely income from release of land will not provide sufficient for a general refurbishment or significant investment beyond that necessary to meet guideline provision.

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AGENDA MANAGEMENT SHEET

Name of Committee	**Cabinet**
Date of Committee	**23rd February 2006**
Report Title	**Warwickshire Local Transport Plan 2006**

Summary

The County Council has a statutory responsibility to produce a Local Transport Plan (LTP). The LTP sets out the County's Transport Strategy, and provides the framework for how transport and accessibility will be improved across Warwickshire over the next five years. The County Council submitted a Provisional LTP to the Department for Transport in July 2005. A Final version of the Plan has been prepared following a public consultation held during Autumn 2005.

Cabinet is invited to endorse the proposed response of the Authority to the concerns and issues raised by consultees, and endorse the Final Plan to the Council for formal adoption.

For further information please contact

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Would the recommended decision be contrary to the Budget and Policy Framework?

~~Yes~~/No

Background Papers

Warwickshire Provisional Local Transport Plan 2005.

***CONSULTATION ALREADY UNDERTAKEN**:-*   *Details to be specified*

Other Committees

[X] Environment Overview and Scrutiny Committee, 17th January 2006.
Rugby Area Committee, 9th November 2005.
North Warwickshire Area Committee, 16th November 2005.
Warwick Area Committee, 22nd November 2005.
Stratford on Avon Area Committee, 23rd November 2005.
Nuneaton and Bedworth Area Committee, 30th November 2005.

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Local Member(s) (With brief comments, if appropriate)	☐	....
Other Elected Members	☒	Councillor K Browne Councillor Mrs E Goode } for information Councillor Mrs J Lea
Cabinet Member (Reports to The Cabinet, to be cleared with appropriate Cabinet Member)	☒	Councillor M Heatley
Chief Executive	☐	....
Legal	☒	I Marriott – comments incorporated
Finance	☒	C Holden – comments incorporated
Other Chief Officers	☐	....
District Councils	☒	Nuneaton and Bedworth Borough Council Cabinet, 19th October 2005. Stratford on Avon District Council Executive, 31st October 2005. Rugby Borough Council Cabinet, 14th November 2005. North Warwickshire Borough Council Executive, 12th December 2005. Warwick District Council Executive, 12th December 2005.
Health Authority	☒	Health and Well-Being Local Strategic Partnership
Police	☒	Chief Inspector G Beston
Other Bodies/Individuals	☒	See **Appendices A and B**

FINAL DECISION ~~YES~~/NO *(If 'No' complete Suggested Next Steps)*

SUGGESTED NEXT STEPS :

Details to be specified

Further consideration by this Committee	☐	....
To Council	☒	For formal adoption of the Final LTP.

To Cabinet ☐ ....

To an O & S Committee ☐ ....

To an Area Committee ☐ ....

Further Consultation ☐ ....

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Cabinet – 23rd February 2006

Warwickshire Local Transport Plan 2006

Report of the Strategic Director of Environment and Economy

Recommendation

That Cabinet:-

1. Notes the results of the public consultation on the Provisional Local Transport Plan (LTP), and approves the proposed response of the County Council to the issues and comments raised in the consultation.

2. Recommends that Council adopts the Final LTP (including any minor modifications proposed to them by the Strategic Director of Environment and Economy).

3. Supports the inclusion of Virtual Bank and Prudential borrowing within the LTP Delivery Strategy as the proposed method of funding the introduction of Decriminalisation of Parking Enforcement (DPE) in Nuneaton and Bedworth, Rugby, Warwick and North Warwickshire Areas.

4. Supports the draft allocation of resources in the LTP Delivery Strategy subject to the inclusion in it of the additional statement in paragraph 6.5 of this report.

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1.   Introduction

1.1   As Highway Authority, the County Council has a statutory responsibility to produce a Local Transport Plan (LTP). The LTP sets out the County's Transport Strategy, and provides the framework for how transport and accessibility will be improved across Warwickshire over the next five years. The quality of the LTP has a direct influence on the capital funding allocated by Government for a range of transport improvements, including public transport, walking, cycling, traffic management, safer routes to school, casualty reduction and road/bridge maintenance.

2.   LTP Guidance

2.1   In December 2004, Department for Transport (DfT) issued guidance to all Highway Authorities on their requirements for the preparation of the second LTP,

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to cover the period from 2006/7 to 2010/11. DfT invited a Provisional LTP submission to be made by July 2005, with a Final LTP to be produced by the end of March 2006.

2.2   At the meeting of Cabinet on June 30th 2005, Members:-

(i)   Approved the Provisional LTP for submission to DfT;

(ii)   Approved the proposal to undertake a public consultation on the Provisional LTP to inform the development of the Final LTP.

(iii)   Requested that the results of the public consultation be reported to Environment Overview and Scrutiny Committee prior to being brought before Cabinet.

2.3   Paragraph 5.16 of the LTP Guidance states that authorities should include evidence in their LTP that consultation processes have allowed timely and effective opportunity for local communities and interested parties to contribute and influence the development of the Final Plan.

2.4   Details of the consultation undertaken following the submission of the Provisional LTP are set out in section 3 of this report. The key issues arising from the consultation are set out in section 4 of the report.

3.   Consultation Undertaken Following Submission of the Provisional LTP

3.1   The following consultation has been undertaken since the Provisional LTP was submitted to DfT in July 2005:-

(i)   The Provisional LTP was made available and publicised on the Warwickshire website, including the supporting Appendices.

(ii)   An on-line questionnaire was made available alongside the Provisional LTP on the website to seek feedback and support on the Plan.

(iii)   A DVD was produced and distributed to promote the achievements of the first LTP and the proposals contained in the new Plan.

(iv)   Week-long exhibitions were held at various locations across the County to publicise the LTP and encourage feedback.

(v)   Press releases were issued, and a number of radio interviews and photo shoots were undertaken.

(vi)   A meeting of the County Council's Local Strategic Partnership (LSP) Transport Theme Group was held in November 2005.

(vii)   Each of the County Council's Area Committees have had an opportunity to comment on the Provisional LTP through the Committee process. The

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points raised by each of them can be found in **Appendix A** of this report under the following responses:-

(a) Rugby Area Committee (response R066).

(b) North Warwickshire Area Committee (response R067).

(c) Warwick Area Committee (response R068).

(d) Stratford on Avon Area Committee (response R069).

(e) Nuneaton and Bedworth Area Committee (response R070).

(viii) All five District/Borough Council's have brought the Provisional LTP before their Cabinet or Executive Committee. Their comments can also be found in **Appendix A.**

(ix) Further meetings with targeted stakeholders have been held, including the Highways Agency, Government Office and DfT. At the meeting with the Government Office and DfT, preliminary feedback was provided to the County Council on the Provisional LTP. This feedback was subsequently formalised in the LTP Settlement Letter, which the Authority received from DfT in December 2005 (see paragraph 5.1).

3.2 Consultation on the Provisional LTP has been undertaken in parallel with consultation on:-

(i) The LTP Strategic Environmental Assessment (SEA) Report, which was produced by Arup on behalf of the County Council;

(ii) The draft Countryside Access and Rights of Way Improvement Plan (CAROWIP), which is a daughter document of the LTP.

3.3 The organisations listed in **Appendix B** of this report have been involved throughout the development and preparation of both the Provisional and the Final LTP.

4. Results of the Consultation

4.1 Analysis of the consultation feedback has focused primarily on the results of the on-line questionnaire and the individual submissions made by consultees. A short discussion of the key issues arising from the consultation are set out below.

Summary

4.2 The total number of responses received, and the nature of the comments contained therein is broadly in line with previous consultations on the LTP. Those responding tend to fall into one of two groups, either a body or organisation with an interest in transport, or a private individual who has a single issue or concern.

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On-line Questionnaire

4.3   Overall there was a disappointing response rate to the on-line questionnaire, with a total of 32 respondents. On reflection, this may be due to a combination of reasons.

(i)   The new LTP is very much a development of the first LTP, and as such represents a rolling forward of proposals rather than a fundamental shift in emphasise or approach.

(ii)   In order to be able to complete the questionnaire, respondents ideally required an understanding of the whole of the LTP. Given the size of the LTP (including the supporting Annexes), this was perhaps an unrealistic expectation to have.

(iii)   Those with a single issue or concern to raise will probably choose to make an individual response rather than completing the more wide-ranging questionnaire.

(iv)   The problem of consultation 'fatigue', arising from the levels of consultation which are undertaken these days as a matter of course by Local Government and other similar organisations.

4.4   It is not considered that the design of the questionnaire was a contributory factor to the low response rate. The questionnaire was very similar in design to other on-line events that have been successfully used in previous consultations undertaken by the County Council.

4.5   Due to the low response rate, it would not be statistically reliable to place much weight on the overall trends that emerge from the analysis of the on-line questionnaire. However, individual observations on specific matters are of value, and therefore have been considered.

Individual Responses

4.6   Overall there was a total of 76 individual responses on the LTP, including feedback from the five Area Committees and each of the District/Borough Councils. A summary of the key issues raised by each respondent is set out in **Appendix A** of this report. The schedule includes a suggested response to each of the points raised by the consultees.

4.7   As scrutiny of the schedule shows, there were a number of recurring issues raised by individuals in their consultation responses. The reference in the list of issues below refers to where in the schedule the principal response to this issue can be found. Where appropriate, subsequent references in the schedule to the same issue are referred back to the principal response.

(i)   Restoration of the Stratford – Honeybourne – Cheltenham railway line (response R002);

(ii)   Kenilworth Railway Station (response R014);

(iii)   Provision of a cycle route between Kenilworth and Leamington Spa (response R019);

(iv)   Stratford Parkway Railway Station (response R022);

(v)   Rugby East Parkway Railway Station (response R041);

(vi)   Stratford Western Relief Road (response R043).

Comments of the Environment Overview and Scrutiny Committee

4.8   The results of the public consultation were presented to the County Council's Environment Overview and Scrutiny Committee on 17th January 2006. The Committee endorsed the proposed response of the County Council to the consultation comments, particularly in terms of the suggested response to the issue of the Kenilworth to Leamington Spa cycle route.

5.   DfT Response to the LTP – The 2005 LTP Settlement Letter

5.1   The County Council received the 2005 LTP settlement letter in December 2005. In the letter, DfT has assessed the LTP as 'promising'. The letter states that the LTP is of a good quality, is generally consistent with national, regional and local policy, and takes account of the 'shared priorities' for transport. The settlement letter sets out a number of other strengths of the Plan, as well as areas that DfT would like to see improvements made in the Final LTP submission. These issues have been addressed in finalising the Plan over the last two months.

6.   The LTP Delivery Strategy

6.1   Part four of the Final LTP sets out the proposed Delivery Strategy for the next five years (2006/07 to 2010/11). The Strategy is based on the financial 'planning guideline' figures provided to the County Council by DfT in 2005. The views of Cabinet on the Delivery Strategy are sought, including the proposed five-year LTP resource allocation plan (see Table 4.5 in Part Four of the Final LTP).

6.2   Part Four of the Final LTP also sets out the proposed Major Scheme bids that will be promoted by the County Council during the forthcoming five-year LTP period. This includes the SPARK public transport major scheme in Warwick and Leamington Spa, which was submitted with the Provisional LTP in July 2005.

6.3   As Members will be aware, Decriminalisation of Parking Enforcement (DPE) in the Stratford on Avon District became operational in October 2004. As set out in the LTP Delivery Strategy, it is planned to introduce DPE in the remaining areas of Warwickshire in stages between 2006 and 2008. No capital funding from the LTP settlement has been allocated to this work during the LTP period. It is proposed to fund all further DPE schemes from either Virtual Bank borrowing against County Council reserves, or Prudential borrowing. This borrowing would be supported by any surpluses made from existing DPE schemes, and from subsequent areas once they become operational.

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6.4   Whilst the Government has maintained the level of transport capital expenditure it is supporting through the LTP, the level of revenue grant to support any borrowing costs has not been maintained. In the 2006/07 formula grant announcement the level of that support has shown a marked fall. This has increased the proportion of costs which need to met by the council tax payer. The full year cost of the 2006/07 supported borrowing for capital investment across all County Council services is £3.378 million. However, the total uplift in our grant for the running costs of all County Council services (excluding schools) in 2006/07 is only £1.461 million, significantly less than this. Therefore, there is little or no Government grant support for supported borrowing in 2006/07. With a grant increase of only £1.397 million for 2007/08 already announced compared to the full year cost of the 2007/08 supported borrowing announcement of £2.375 million, the trend is set to continue.

6.5   In light of the reduced level of Government support for revenue spending and future funding uncertainty, it may be necessary in the future to reconsider the extent to which the authority can afford to borrow to fund capital expenditure. It is suggested that this concern is reflected in the LTP by adding the following statement to the Delivery strategy:-
"The ability of the County Council to allocate resources as set out in Table 4.5 is dependent on the extent to which it can fund borrowing costs incurred in delivering investment in transport infrastructure at these levels. We therefore reserve the right to vary the level of investment to take into account the potential financial impact on our council taxpayers."

7.   Formal Adoption of the Final LTP

7.1   The Transport Act 2000 requires local transport authorities in England to produce and maintain an LTP. As a statutory document, Local Government regulations state that the Plan must be formally adopted by the County Council. It is recommended therefore that Cabinet recommends the LTP for formal adoption by the Council, prior to it being submitted to the Department for Transport (DfT) (a full copy of the Draft Final LTP can be found in **Appendix C** – which has been circulated separately to Cabinet Members. An electronic copy of the document can be viewed on the Committee Administration System).

JOHN DEEGAN
Strategic Director of Environment and Economy
Shire Hall
Warwick

9th February 2006

Warwickshire
County Council

Cabinet 23rd February 2006

Warwickshire Final Transport Plan 2006

Warwickshire Provisional Local Transport Plan 2005 – Results of Public Consultation.

Schedule of Consultation Responses and the Proposed Response of the County Council

Summary of Responses Received

R001 – Highways Agency (Colin Mercer)
R002 – Audie Baker
R003 – Cherington and Stourton Parish Council (Anthony Wells)
R004 – John Brace
R005 – J. Martin Stafford
R006 – Stratford-upon-Avon Rail Transport Group (D. Goodman)
R007 – British Motorcycle Federation (Richard Olliffe)
R008 – Michael Brockington
R009 – Freight on Rail (Philippa Edmunds)
R010 – Alan Scaife
R011 – Stratford-upon-Avon Town Management Partnership (Anthony Booker)
R012 – North Warwickshire Borough Council (Jodie Ball/Dorothy Barratt)
R013 – Peter Luff MP
R014 – A Station for Kenilworth (S & S Van Tollen)
R015 – A Station for Kenilworth (G. Taylor)
R016 – A Station for Kenilworth (Anne Owen)
R017 – A Station for Kenilworth (H. Buckley)
R018 – A Station for Kenilworth (Mrs. E. Buckley)

R019 - Miss M. E. Poulton
R020 – Anne Wood
R021 – Nuneaton and Bedworth Borough Council (Nick Blamire-Brown)
R022 – John Power
R023 – Dr. G. M. Hilton
R024 – Shakespeare Line Promotion Group (Alan Bevan)
R025 – A Station for Kenilworth (David Owen)
R026 – K2L (multiple signatories)
R027 – A Station for Kenilworth (Stephen Dewsbury)
R028 – Bruce Mead
R029 – John de B Pollard
R030 – Action 21 Transport Group (Graham Hyde)
R031 – Nuneaton Friends of the Earth (Mike Wright)
R032 – Stratford-on-Avon District Council (Colin Staves)
R033 – Railfuture (Peter Hughes)
R034 – Mayor of Stratford-upon-Avon (Cllr Bill Lowe)
R035 – The Warwick Society (James Mackay)
R036 – Mike Avis
R037 – 20's Plenty (Janet Alty)
R038 – Centro (Jake Thrush)
R039 – Birmingham International Airport (Stephen Holt)
R040 – Cyclists Touring Club (Rodney King)
R041 – Rugby Rail Users Group (Alan Turner)
R042 – Cubbington Parish Council (David Morris)
R043 – Gordon Brace
R044 – David Bowie
R045 – Matthew Pinfield
R046 – Shottery Village Association (Ann Draycott)
R047 – James E. Philpotts
R048 – Elizabeth Hicks
R049 – Residents Against Shottery Expansion (Martyn Luscombe)
R050 – R. David Langman

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R051 – Peter Donaghue)
R052 – Stratford-upon-Avon Cycle Forum (Dr. Robert Bearman)
R053 – Nicholas Carr
R054 – Paul R. Stanton
R055 – David and Alison Higgins
R056 – Paul Webb
R057 – L. Reece
R058 – Rugby Borough Council (John Kerslake)
R059 – Warwick District Council (Helen Absalom)
R060 – Keith Vickery
R061 – Kenilworth Town Council (G. D. Symes)
R062 – Mr. And Mrs. P. Greenway
R063 – The Town Council of Royal Leamington Spa (Robert Nash)
R064 – CPRE (Ray Clipson)
R065 – Kenilworth Town Council (G. D. Symes)
R066 – WCC Rugby Area Committee
R067 – WCC North Warwickshire Area Committee
R068 – WCC Warwick Area Committee
R069 – WCC Stratford Area Committee
R070 – WCC Nuneaton and Bedworth Area Committee
R071 – Cotswolds Conservation Board (Malcolm Watt)
R072 – Ansley Parish Council (Jane Sands)
R073 – W. Eastop
R074 – Warwick Castle (Sarah Montgomery)
R075 – Cllr Appleton
R076 – The Town Council of Royal Leamington Spa (Robert Nash)
R077 – Stratford-on-Avon District Council (Colin Staves)
R078 – Wolfhampcote Parish Council (Andrew A G Grant)

Schedule of Responses Received

Reference No.	Name	Organisation	Date Received	Format	Summary of Key Points Raised	Proposed Response of the County Council
R001	Colin Mercer	Highways Agency	19/9/05	Letter	1. Recognises the need to work in partnership with the County Council. 2. Supports the County Council's initiatives to improve Accessibility, and looks forward to being consulted on schemes that affect the trunk road network, including the SPARK Major Scheme. 3. Confirms that the Highways Agency are keen to work with the County Council on road safety initiatives where there are shared benefits. 4. Supports initiatives in the LTP to reduce congestion and looks forward to being consulted on schemes that affect the trunk road network. 5. Supports the County Council's Air Quality Strategy and will work in partnership to address the existing Air Quality Management Area at Coleshill (M6/M42/A446). 6. Supports the general performance indicators that are relevant to the Highways Agency. 7. Welcomes the opportunity for a close working relationship on the LTP programme where it affects the trunk road network. 8. Looks forward to on-going discussions regarding M6 Junction 1 and other key points on the motorway/trunk road network around Rugby. Notes that these discussions should be extended to the M6/A46 Coventry Eastern Bypass Study (now commissioned). 9. Requests involvement in the continuing development of the SPARK Major Scheme	1. Noted. The County Council is keen to continue to work in partnership with the Highways Agency. 2. Noted. The County Council will continue to consult the Highways Agency on schemes that affect the trunk road network, including SPARK. 3. Noted. Work is already underway to develop this relationship. 4. Noted. The County Council will continue to consult the Highways Agency on schemes that affect the trunk road network. 5. Noted. The County Council is keen to continue to work in partnership with the Highways Agency to resolve this specific Air Quality Management Area. 6. Noted. 7. Noted. Discussions are ongoing with the Highways Agency in relation to some of the more significant improvement schemes in the County such as M40 Junction 15 (Longbridge) and A45/A46 (Tollbar End). As stated in point 3 above, work is now underway to develop closer working on safety issues. 8. Noted. It is intended to invite the Highways Agency to form part of the steering group for the proposed Rugby Transport Study. The County Council has already been contacted in relation to the M6/A46 study, and look forward to providing further input as the study progresses. 9. See response to point 2. 10. Noted. Amendments have been made to the relevant Area Chapter to include reference to joint working on Coventry Airport issues. 11. Noted. However, from the work undertaken

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						given its proximity to Junctions 13 and 14 of the M40. 10. Suggests that joint working is undertaken (with Warwick District Council) to secure a satisfactory Airport Surface Access Strategy (inc. a robust Travel Plan) at Coventry Airport. 11. Welcomes the opportunity to discuss proposals for promoting a local bypass scheme for the A435 in lieu of the major proposals for a full bypass of Studley. 12. Welcomes the opportunity to work with the County Council in relation to spatial planning, promoting sustainable development, and to assisting the development of regeneration priority areas. 13. Supports the County Council's approach to Travel Plans and to adopting a suitable approach to the major developments at Coventry Airport and Warwick University.	by Halcrow in 2001 concluded that there is no satisfactory low cost transport solution that might be delivered by the County Council within the conventional funding arrangements if the A435 were to be detrunked. Following confirmation of the revocation orders for the scheme, consideration will be given to what alternative measures to improve the environment and safety in Studley are appropriate. 12. Noted. This will develop the work that the Highways Agency has contributed to in the recently completed Coventry/Solihull/ Warwickshire Transportation and Regeneration Study. 13. Noted. We will continue to work in partnership with the Highways Agency in relation to these and other significant developments.
R002	Audie Baker	-	29/09/05	E-mail		Objects to the failure to include any reference to the restoration of the Stratford – Honeybourne – Oxford/Cheltenham railway line in the Passenger Rail Strategy or Sustainable Freight Distribution Strategy.	This aspiration is in fact referred to in Chapter 3/The Area Strategies/Southern Warwickshire/ Paragraph 3.7.39 in the Provisional LTP. The existing evidence available to the County Council in respect of the potential re-instatement of the rail line between Stratford and Honeybourne is the Stratford-on-Avon Area Rail Study completed in 1995/96. This indicated that re-instatement of the rail line was technically feasible, but that there was very little demand, other than existing passengers who would be abstracted from other rail services. In the past, the main rail industry support has highlighted the benefits for freight capacity. The aspiration is not referred to in either the West Midlands or Greater Western Route Utilisation Strategies, which are the current DfT rail policy documents covering this area. Having said that, it is accepted that circumstances may change

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						over time and the Council would be happy to receive quantitative evidence of any local benefits which have not previously been appreciated. These will need to be weighted against any adverse implications for the town generally, for local residents and for road congestion (particularly at the Evesham Place roundabout).
R003	Anthony Wells	Cherington and Stourton Parish Council	05/10/05	Letter	Requests that smaller buses be used on bus service 23 (Stratford-Shipston-Brailes-Whichford) due to the loadings on the service, the damage that larger vehicles cause to the edge of the carriageway, and the potential for collisions with other vehicles on narrow roads.	This service offers the best value for money with a large vehicle. It is part of an all-day tendered package of services which includes home to school transport that could not be operated with smaller vehicles. Running the off-peak service with a smaller vehicle in isolation would not be cost effective.
R004	John Brace	-	05/10/05	E-mail	1. Considers the Plan too long, repetitive and complicated. 2. Would like to see the LTP contain policies that will encourage, and not deter, pedestrian and public transport access to places of employment. Cites two examples of development that has taken place in recent years at Wellesbourne Airfield and in South Leamington off Europa Way. 3. Proposes that the County Council adopt a policy to extend footways to the last house in each settlement (excluding isolated houses and on minor roads that are lightly trafficked. Cites a local example on Kineton Road, Wellesbourne, and suggests that this could be extended beyond the last house to the entrance to the Mill.	1. Guidance on the preparation of Local Transport Plans issued by the Department for Transport sets out the expectation from Government of what should be included in an LTP. The County Council has taken into account this guidance, whilst at the same time seeking to produce a Plan that is clear, concise and without unnecessary repetition. 2. The policies contained in the Land Use and Transportation Strategy in Annex 2 of the LTP set out the County Council's approach to providing (where possible) sustainable access to new employment by walking, cycling and public transport. This policy conforms with national guidance contained in Planning Policy Guidance (PPG) Note 13, 'Transport'. 3. In the case of new developments, the County Council will seek to ensure that all new houses on the edges of settlements are provided with appropriate footway links. With regard to existing settlements, provision of new footways will be considered on a case-by-case basis.
R005	J. Martin	-	12/10/05	E-mail	Strongly urges that the LTP should include	Please see the response to R002 above.

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					provision for the reopening of the Stratford – Honeybourne – Cheltenham railway line as a secondary route between Birmingham and Bristol, and to facilitate communication in the North Cotswolds.	
	Stafford					
R006	D. Goodman	Stratford-upon-Avon Rail Transport Group	13/10/05	Letter	1. Objects to the failure of the LTP to include the reinstatement of the Stratford – Honeybourne – Cheltenham railway line as a strategic transport scheme, and states that support for restoration of the railway south of Stratford was given by the SRA/Virgin Trains/GB Railways/The Railfreight Group/Centro/Gloucestershire CC at the Stratford Local Plan Inquiry in 2002/3. 2. Suggests that the County Council should recognise the international tourism role of Stratford, and as such the town should be on a through route to London, the South East (via the Cotswolds and Oxford), Heathrow and Gatwick via the airport links at Reading and Paddington), the South West and South Wales.	1. Please see the response to R002 above. Currently, there does not appear to be any substantive support from the rail industry or DfT for re-opening this line. 2. The LTP does recognise this role. Regarding the journey opportunities mentioned, these are already possible with existing rail services. If the reinstatement of the line does offer 'value for money', and is brought forward as a strategic initiative by DfT Rail or Network Rail, the County Council will take a view based on the details of the proposal at that time.
R007	Richard Olliffe	British Motorcyclists Federation	19/10/05	E-mail	1. Sets out a definition of motorcycles and scooters, and identifies the benefits that these modes can bring to a Transportation Strategy. 2. Requests that the LTP considers how motorcycles and scooters can contribute towards reducing congestion. 3. Suggests that motorcycles and scooters can play a role in addressing the accessibility agenda, including travel to work, shopping, healthcare and education. 4. States that the safety needs of motorcyclists and scooters should be fully covered in the LTP rather than restricting access to them. Suggests a number of issues the Road Safety Strategy should	1-6. Comments are noted, however, the BMF submission received appears to be a standard submission sent to all Local Authorities. The County Council's Powered Two Wheeler Strategy has been written and developed with the full input of the Warwickshire Powered Two Wheelers Forum, which includes representatives of the BMF, MAG and MCIA. The Forum has fully endorsed the County Council's strategy. During the development of the strategy the BMF's own published guidance, the Government's Motorcycle Strategy, the national advisory committee's report and other best practice were used and adopted. Therefore, all the comments set out are addressed in the strategy and it is not proposed

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					cover in relation to these modes. 5. Requests that the LTP recognises that motorcycles and scooters are more efficient and less polluting than other vehicles, particularly in terms of lower fuel consumption and reduced CO_2 emissions in urban areas. 6. Identifies the Government's Motorcycle Strategy, which was published in February 2005, and highlights a number of the key aims that the Strategy hopes to achieve.	to amend it further. One exception is that the Powered Two Wheeler Strategy does not include power assisted cycles, as is felt that these bear greater user synergies with normal bicycles and as such this mode is addressed in the Cycle Strategy.
R008	Michael Brockington	-	19/10/05	E-mail	1. Objects to the failure to include any reference to the protection/restoration of the railway line between Stratford and Cheltenham in either the Passenger Rail Strategy or the Sustainable Freight Distribution Strategy, and highlights a number of journey opportunities that are currently difficult by rail from Stratford-upon-Avon. 2. Identifies the potential reinstatement of the route as a heritage railway. 3. Highlights the policy wording on the reopening of the route contained in the Provisional Worcestershire LTP 2005.	1. Please see the response to R002 above. 2. The reinstatement of the line between Stratford Station and Seven Meadows Road does raise similar environmental and traffic issues as a full heavy rail reinstatement, but potentially not as critical. However, if a scheme were to be brought forward, the County Council would take a view based on the details of the proposal at that time. The environmental and traffic concerns would possibly not be so acute in respect of a leisure/heritage railway between Honeybourne and Stratford (as far as Seven Meadows Road). 3. The implications of the reinstatement will differ between locations and clearly the County Council has to reach its own conclusions having regard to effects in Warwickshire.
R009	Philippa Edmunds	Freight on Rail	20/10/05	E-mail	1. Objects to the failure to include any reference to the protection/restoration of the railway line between Stratford and Cheltenham in either the Passenger Rail Strategy or the Sustainable Freight Distribution Strategy. Requests that the route be protected for possible future rail use. 2. States that support for restoration of the railway south of Stratford was given by the SRA at the Stratford Local Plan Inquiry in	1. Please see the response to R006, point 1 above. 2. Please see the response to R006, point 1 above.

						2002/3, and that the SRA requested that the line be safeguarded for development in the longer term as part of the national network.	
R010	Alan Scaife	-	21/10/05	E-mail	Requests that the proposal for a cycle route between Stratford and Warwick be included in the Final LTP and the Countryside Access and Rights of Way Improvement Plan.		The County Council supports the proposal for a safe, convenient and direct route cycle link between Stratford and Warwick, and acknowledge that it would encourage more people to cycle between the two towns for leisure purposes than do so currently. The development of cycle routes within the main towns in Warwickshire however remains the priority over the next five years, therefore the County Council is unable to offer any financial assistance to the proposal over the forthcoming LTP period. The proposal is identified in the County Council's draft Countryside Access and Rights of Way Improvement Plan in the 5+ year timescale (i.e. beyond 2010/11).
R011	Anthony Brooker	Stratford-upon-Avon Town Management Partnership	24/10/05	Letter	1. Objects to the failure to include any reference to the protection/restoration of the railway line between Stratford and Cheltenham in either the Passenger Rail Strategy or the Sustainable Freight Distribution Strategy. 2. States that the Town Management Partnership is pressing hard for an integrated transport plan for the town, and regards the re-opening of the railway line as an essential element of the plans for the future of transport for the town.		1. Please see the response to R002 above. 2. The Council would be receptive to quantitative evidence of any local benefits which have not previously been appreciated.
R012	Jodie Ball and Dorothy Barratt	North Warwickshire Borough Council (officer comments)	27/10/05	E-mail	1. Kingsbury is not classified as a town within North Warwickshire, and any references to this effect should therefore be removed. Atherstone/Mancetter and Polesworth/Dordon are the main towns identified in the emerging Local Plan, with Coleshill classed as a Green Belt Market Town. The Warwickshire Structure Plan identifies Atherstone, Polesworth and		1. Noted. The text in the Plan will be amended accordingly. 2. Noted. The text in the Plan will be amended accordingly. 3. The text in paragraph 1.5.6 of the Provisional LTP incorrectly states that the QBC will be Nuneaton to Tamworth via Atherstone, and should in fact say Nuneaton to Atherstone via Hartshill (as per the text in the area chapter).

					Coleshill as Market Towns. 2. Kingsbury is recognised within the Local Plan as one of five Local Service Centres, along with Water Orton, Hartshill, New and Old Arley, and Baddesley Ensor with Grendon. 3. Welcome the improvements to the bus network in North Warwickshire, including the development of the Quality Bus Corridors. Request that Polesworth be considered for inclusion in the Nuneaton to Tamworth via Atherstone QBC. 4. Identifies a number of specific textual points and matters of fact in the Northern Warwickshire area chapter, which should be addressed in the Final LTP.	4. Noted. The text in the Plan will be amended accordingly.
R013	Peter Luff MP	MP for Mid-Worcestershire	27/10/05	Letter	1. Objects to the lack of reference in the LTP to the restoration of the Stratford – Cheltenham railway line. 2. Seeks confirmation that the County Council attaches the same importance to the possible re-opening of the line as Worcestershire County Council does in its LTP.	1. Please see response to R002 above. 2. Please see response to R008, point 3 above.
R014	S & S Van Tollen	Member of ASK (A Station for Kenilworth)	30/10/05	Letter	1. Supports the proposal for Kenilworth railway station. 2. Believes that it is in everyone's interests for there to be fewer cars on the road. Kenilworth becomes gridlocked at peak times, and a station would encourage people to travel more sustainably. 3. Would like to be able to travel by rail from Kenilworth to Coventry, Warwick, Leicester, Birmingham, Leamington Spa, Rugby and London.	1. Your support is noted and appreciated. 2. This is very much in line with the County Council's thinking. 3. The details of a possible service to call at the new station have not been finalised but most of these journeys will be possible and the others will be by a change of train.
R015	G. Taylor	Member of ASK (A Station for Kenilworth)	30/10/05	Letter	1. Supports the proposal for Kenilworth railway station. 2. Would like to be able to travel by rail from Kenilworth to Coventry, Warwick,	1. Your support is noted and appreciated. 2. The details of a possible service to call at the new station has not been finalised but most of these journeys will be possible and the others

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						Leamington Spa and Stratford-upon-Avon.	will be by a change of train.
R016	Anne Owen	Member of ASK (A Station for Kenilworth)	30/10/05	Letter	1. Supports the proposal for Kenilworth railway station. 2. A station in Kenilworth would allow her to travel without a car, and would be environmentally friendly. 3. Would like to be able to travel by rail from Kenilworth to Coventry, Nuneaton, Warwick, Leicester, Birmingham, Leamington Spa, Stratford-upon-Avon, London, Loughborough, Nottingham and Oxford.	1. Your support is noted and appreciated. 2. This is very much in line with the County Council's thinking. 3. The details of a possible service to call at the new station has not been finalised but many of these journeys will be possible and the others will be by a change of train.
R017	H. Buckley	Member of ASK (A Station for Kenilworth)	30/10/05	Letter	Supports the proposal for Kenilworth railway station.	Your support is noted and appreciated.
R018	Mrs. E. Buckley	Member of ASK (A Station for Kenilworth)	30/10/05	Letter	1. Supports the proposal for Kenilworth railway station. 2. Would like to be able to travel by rail from Kenilworth to Coventry, Warwick, Birmingham, Rugby and London.	1. Your support is noted and appreciated. 2. The details of a possible service to call at the new station has not been finalised but most of these journeys will be possible and the others will be by a change of train.
R019	Miss. M. E. Poulton	-	31/10/05	Letter	1. Supports the majority of the policies in the Cycling Strategy. 2. Notes that intra-urban cycle routes are only being considered in the next five years, and that implementation is likely to be in the longer term (i.e. 2016 onwards). 3. Objects to the omission of proposals in the LTP for a cycle route on the A452 between Kenilworth and Leamington Spa.	1. Support noted. 2. Warwickshire's policy is to encourage cycling for short local journeys by prioritising the development of cycling infrastructure in urban areas. Cycle route network plans for each of the five main towns have been developed in consultation with local cyclists. Whilst a number of routes have been implemented over the last LTP period, it will take sustained funding to form a network that makes cycling a more viable and attractive travel choice. During the LTP 2006-11, resources will therefore be focussed on further developing the cycle networks in Leamington Spa, Warwick, Nuneaton, Rugby and Stratford-upon-Avon. A five-year programme of priority schemes has been identified for each town, based on the anticipated level of funding for cycling over this period. This will take priority over developing

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						longer distance inter-urban routes, which generally benefit fewer people, have less potential to encourage new cyclists and are not as cost-effective as urban cycle routes. However, the County Council will continue to work with Sustrans to further develop the National Cycle Network within the county, due to it's strategic importance. This will include a route between Kenilworth and Warwick. 3. The merit of improving cycling conditions along the A452 is recognised and supported in principle. However, the above commitments on developing cycle networks within the main towns means that the County Council is not in a position to commit funding from the LTP cycling budget towards this scheme in the next five years. Providing cycle facilities along the A452 is estimated to cost at least £1.2m, which is equivalent to around half of the countywide cycling budget over the whole LTP period. Development of an improved route between Kenilworth and Leamington will remain as a medium to long-term aspiration in terms of the allocation of LTP resources. However, should alternative sources of funding become available, we will seek to improve cycling facilities along the A452 within a shorter timescale. The wording within the LTP Cycling Strategy will be amended to reflect the above and the Kenilworth to Leamington route will be included as a named medium/long term proposed route in the Cycling Strategy Action Plan.
R020	Anne Wood	-	31/10/05	Letter	Objects to the omission of proposals in the LTP for a cycle route on the A452 between Kenilworth and Leamington Spa.	Please see response to R019, points 2 and 3 above.
R021	Nick Blamire-	Nuneaton and Bedworth	1/11/05	Letter	The Borough Council endorses the policies and proposals contained in the	Noted and welcomed.

	Brown	Borough Council (on behalf of Cabinet)			Warwickshire Provisional Local Transport Plan 2005, in particular the proposals for the North/South Corridor and the measures contained in the Nuneaton and Bedworth Area Plan.	
R022	John Power	-	1/11/05	E-mail	1. Suggests that rail should be considered from the proposed station at Bishopton as a way to get people into town from the park and ride site. 2. Highlights that care should be taken that overdevelopment doesn't occur as a result of the proposed station at Bishopton. 3. Supports the proposal for a second park and ride site south of the river in Stratford. 4. Suggests that a bypass over the river on the southern side of the town should be built to enable the Long Marston site to be developed properly. 5. Requests that the recreation ground in Stratford is not used for car parking for the theatre. 6. Suggests that there should be more joined-up thinking within the County Council to provide better bus services for school children, and the benefits this would bring to traffic relief.	1. The construction of the proposed Stratford Parkway Station at Bishopton would offer this option to park and ride users. 2. Agreed. However, the District Council as the local planning authority would decide this issue. 3. Noted. 4. Noted. It is unlikely however that such major road construction in Stratford will be affordable unless funded through developer contributions. 5. This is a matter for the District Council to address as owners and operators of the recreation ground car park. 6. The County Council invests a significant amount of money every year in providing home to school transport for children across Warwickshire. Recently the County Council has purchased a fleet of branded School Links coaches that operate predominantly in the south of the County to bring children to school from the surrounding rural catchment areas. The County Council is currently developing an innovative schools 'drop and ride' pilot scheme in Warwick to help reduce congestion caused by the concentration of schools on the Myton Road. If successful, this type of scheme could be rolled out to other parts of the County.
R023	Dr. G. M. Hilton	-	3/11/05	Letter	Requests that the County Council make plans to route traffic related to the Abattoir on Rouncil Lane in Kenilworth from Banner Hill to the A4177. Suggests that this section of road is wide enough in many parts, and that the more narrow sections could be easily be widened with land acquisition from adjoining farmland.	Noted. The costs involved in land acquisition however make this proposal difficult to justify within current budgets.

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R024	Alan Bevan	Shakespeare Line Promotion Group	4/11/05	Letter	1. Requests that the LTP includes improvements to secure full and easy access for all railway stations, and makes specific reference to issues at Stratford, Henley and The Lakes stations. 2. Supports the proposed bus/rail interchange at Stratford as part of the Cattle Market redevelopment. 3. Seeks reference to the West Midlands RUS proposals for additional semi-fast trains between Birmingham and Stratford, and for the facing crossover at Stratford. 4. Raises concerns over the operational impact of a new station at Bishopton on the Shakespeare Line trains, with their already constrained turnaround time at Stratford. Also concerned over the impact of the new station on the existing Stratford town station. 5. Suggests that the reference in the LTP to the re-opening of the Cheltenham – Stratford line is unduly negative and unjustified. A future scheme could potentially fulfil strategic objectives and it is therefore invalid to specify a criteria based purely around local objectives. The LTP is also inconsistent with the support given for the scheme in the Worcestershire LTP.	1. Policy PRS2 in the Passenger Rail Strategy is designed to meet this suggestion. A programme of works will be developed with rail industry partners on the basis of affordability and deliverability. The stations referred to could be included in this programme if appropriate. 2. Your support is noted and appreciated. 3. Agreed. Amendments have been made to include these points. 4. Agreed. Both these issues will be fully considered in any further development of the proposed Stratford Parkway railway station at Bishopton. 5. Please see response to R002, R006 point 2 and R008 point 3 above.
R025	David Owen	Member of ASK (A Station for Kenilworth)	1/11/05	Letter	1. Supports the proposal for Kenilworth railway station, as it would enable better access to long distance trains at peak times, when roads in Warwick District are near gridlock. The scheme would increase the ability of people to commute by public transport. 2. Would like to travel by rail to Coventry, Nuneaton, Leicester, Birmingham, Leamington Spa, Rugby and London.	1. Your support is noted and appreciated. This is very much in line with the County Council's thinking. 2. The details of a possible service to call at the new station has not been finalised but most of these journeys will be possible and the others will be by a change of train.
R026	Multiple	K2L	4/11/05	Letter	Objects to the omission of proposals in the	Please see response to R019, points 2 and 3

					LTP for a cycle route on the A452 between Kenilworth and Leamington Spa to be brought forward as a priority scheme, ahead of the completion of the urban network in Warwick/Leamington Spa.	above.
R027	Stephen Jewsbury	ASK (A Station for Kenilworth)	4/11/05	Letter	1. Supports the proposals for a new station for Kenilworth, both in terms of providing an improvement in public transport in the Coventry – Leamington Spa corridor, and also the economic regeneration of the town. 2. Requests that a firmer level of commitment to delivering the station be given in the LTP.	1. Your support is noted and appreciated. 2. The County Council is totally committed to delivery of this scheme and is pursuing every opportunity to deliver it. However, in view of the substantial number of rail industry and other partners that need to be involved, it is not appropriate for the County Council to specify a delivery date for the scheme, which it may not be able to meet due to the actions of others.
R028	Bruce Mead	-	7/11/05	Letter	Requests that safety improvements are made to the A452 to encourage cycling. Submission implies that an off-road cycleway alongside the A452 would help both cyclists and motorists by reducing conflict between the two modes.	Please see response to R019, points 2 and 3 above.
R029	John de B Pollard	-	7/11/05	Letter	Suggests that the reason for declining cycle usage between Kenilworth and Leamington Spa has resulted from increasing motorised traffic, and the perceived/actual safety implications that this has on people considering cycling. Requests that a cycle route between Kenilworth and Leamington Spa be included in the LTP.	Please see response to R019, points 2 and 3 above.
R030	Graham Hyde	Action 21 Transport Group	7/11/05	E-mail	1. Questions whether Greys Mallory is the correct site for a park and ride to serve Warwick and Leamington Spa. Suggests that Warwick needs car parking facilities at various points around the periphery of the town, e.g. Tournament Fields development and at Warwick Parkway, served by frequent shuttle buses. This could be supplemented by congestion charging during peak times.	1. A series of studies commissioned by the County Council have indicated that, at least initially, only one site to the south of Warwick and Leamington Spa serving both towns will be financially viable. A site at Greys Mallory is predicted to be most beneficial in transport terms by helping provide additional car parking capacity and removing the most traffic from the network during the peak traffic periods. Once the first site is established and operating

					2. Supports the proposals in the Cycling Strategy, but would like to have seen more prominence of it in the core strategies. 3. Suggests that the targets set in the cycling strategy are too modest and should be more challenging, backed by more investment. Requests that the previous LTP's commitment to spending at least 5% of the annual investment on road improvements to improve facilities for cyclists should be repeated in the new LTP. 4. As a key commuter route in Warwick District with a low level of cycle usage, request that a cycle route between Kenilworth and Leamington Spa be proposed in the Cycling Strategy. 5. A number of specific comments/ observations are made regarding Policies PRS2/3/5/6 in the Passenger Rail Strategy.	successfully, then additional park and ride sites can be considered. Environmental and planning issues related to bring forward park and ride in the green belt (as allowed for in PPG13) will be considered as part of the forthcoming Local Plan public inquiry in 2006. 2. Cycling is an element of all core strategies and is reflected as such within these documents. 3. Provisional cycle usage target is viewed as challenging given the ongoing trends in cycling levels. However, existing cycle count data will be further analysed to ascertain whether there are signs of a rise in cycle use in order to assess whether an increase in cycle usage over the next 5 years is realistic and achievable. The target regarding spending levels has not been carried through to the new LTP because expenditure on improvements for cycling has far exceeded this level over the past five years. As such, it is no longer viewed necessary to set a target on this. 4. Please see response to R019, points 2 and 3 above. 5. Your support is appreciated. The comments are noted and appropriate amendments will be made. The comment on Policy PRS3 is understood, but in the interests of clarity, an amendment of the text is not proposed.
R031	Mike Wright	Nuneaton Friends of the Earth	7/11/05	Letter	1. Bus and train fares are too high in Warwickshire compared to other areas such as the West Midlands. 2. Operators who run subsidised services have no incentive to encourage more users, as they are paid to run empty buses. 3. Rail fare anomalies exist which can change travel patterns, e.g. Nuneaton to London on Virgin or Chiltern (from Warwick Parkway).	1. These fares are set by commercial operators over which the County Council, whilst sympathetic to your views, has no control on the matter. 2. The majority of subsidised service contracts place the revenue risk on the operator, who is therefore incentivised to maximise passengers and revenue. In any event, many subsidised services do not run empty. In addition, there are a number of all-day tendered service packages

| | | | | | 4. Identifies the length of time it takes to get from Nuneaton to Warwick by train.
5. Requests that the LTP includes the provision of a good quality, frequent, passenger rail service between Stafford, Lichfield, Tamworth, Polesworth, Atherstone, Nuneaton and Rugby. Scope also exists for park and ride to be promoted at Atherstone and Polesworth due to their proximity to the A5 and the surrounding rural area.
6. Rail services from Nuneaton to Birmingham are often late and overcrowded.
7. Better integration is needed between bus and rail facilities, in terms of signage and information.
8. Supports the proposals for a cycle link from Coleshill to BIA/NEC, and requests that good quality cycle parking is provided as part of the scheme. Notes that routes within the main towns of the County are likely to be more important during the Plan period.
9. Suggests that some of the signage on the recently opened NCN Route 52 from Whitestone to Nuneaton is confusing in places, and that lack of maintenance of some canal-side routes can lead to cyclists suffering from multiple punctures.
10. Consideration should be given to introducing a default 20mph speed limit on residential streets. More pedestrian crossings/crossing patrols are needed, for example Lutterworth Road, Nuneaton.
11. Asks whether an exclusion zone for 4 Wheel Drive vehicles could be introduced around schools to improve safety. | that include home to school transport that could not be operated with smaller vehicles.
3. Noted.
4. Noted. This is also a concern of the County Council. The proposals for a step-change in public transport in the North/South corridor should reduce the journey time.
5. An appropriate amendment has been made to the text and map in the Passenger Rail Strategy.
6. Noted.
7. Agreed. Policy PRS2 in the Passenger Rail Strategy is designed to address this need.
8. Support noted.
9. Noted. This matter will be pursued with Sustrans and British Waterways.
10. Noted. As stated in paragraph 2.3.61 of the LTP, the County Council will use the new guidance the Government is expected to issue shortly in developing a new speed management strategy.
11. Not accepted. The County Council does not believe it would be possible to implement an exclusion zone around schools that only applied to 4-wheel drive vehicles. |
| R032 | Colin Staves | Stratford District | 7/11/05 | Letter | 1. That the County Council be advised that | 1. Noted. Traffic data for Stratford is kept up to |

					future highway improvements affecting the network in Stratford must be informed by a comprehensive traffic survey to be undertaken as a matter of urgency.	date with regular surveys. It is not considered that a comprehensive traffic survey is necessary. Representatives from the County Council will meet with the District Council to discuss its concerns.
		Council (on behalf of Executive Committee)			2. That the County Council be requested to consult further on the proposed changes to the Local Transport Plan, prior to its submission. 3. That the County Council consider the need for further work to identify specific actions to address the transport problems of Kineton and Wellesbourne. 4. That the County Council consider the need to make a case to justify the provision of a parkway station in Stratford before a commitment is given in the LTP. 5. That the County Council consider the need for effective traffic management measures to deal with traffic problems at the Grove Road/Arden Street junction. 6. That the County Council consider the need for stringent measures to address problems associated with delivery vehicles, most notably in Stratford. 7. That the County Council take into account the objectives and priorities concerning transport and public accessible areas as contained in the Draft document '2020 Vision for Stratford-upon-Avon'. 8. The District Council reserves its position to make further comments on the Provisional Plan in light of the above comments, and that a meeting be held between the two authorities to address the concerns of the District Council.	2. Due to the limited remaining time available for the submission of the Final LTP and the County Council's own committee processes, it will not be possible for any further consultation to be undertaken on the Plan. 3. Noted. The County Council will use the information provided by the District Council in its Committee Report to inform the Plan of the specific problems and issues in Kineton and Wellesbourne. 4. Initial feasibility work was undertaken as part of the work to develop the Stratford Transport Strategy. This identified a number of pre-conditions to justify the scheme. Serious consideration is currently taking place of delivering some of these – i.e. increased services to Birmingham and London and platform capacity improvements at Stratford Station. In addition, the cost of the scheme would be substantially reduced by sharing the facilities at the newly opened park and ride site. A report will be made to the County Council's Stratford Area Committee when the full implications of the scheme are known and prior to any steps to formally promote it as a County Council sponsored scheme. If the District Council would appreciate a presentation at that time, this could be arranged. 5. An experimental improvement has been in place at this junction over the last 12-18 months, which appears to have resulted in a reduction in traffic queuing at the junction and on the key approach roads at certain times of the day. The County Council will continue to

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						monitor the scheme to establish whether a more permanent improvement would benefit traffic management within the town. 6. The greater enforcement of on-street parking within Stratford District as a result of the Decriminalisation of Parking Enforcement (DPE) should result in less problems with delivery vehicles, particularly within Stratford town centre. 7. Noted. The District Council has provided the County Council with a copy of the draft document. 8. See response to point 2 above.
R033	Peter Hughes	Railfuture	8/11/05	Letter	1. Fundamentally endorses the principles, priorities and objectives of the Plan. 2. Welcomes the recent development of Warwick Parkway and Coleshill Parkway, and identifies Kingsbury has a potential role to play in offering a park and ride facility. Requests that as part of the refranchising process, the LTP should promote a stronger case for the station than is currently argued in the LTP 3. Endorses the proposed half-hourly rail service and new stations promoted in the North/South Corridor, irrespective of progress with Bus Rapid Transit. 4. Seeks reference to the West Midlands RUS proposals for additional off-peak semi-fast trains between Birmingham and Stratford, and for the facing crossover at Stratford. 5. Raises concerns over comments regarding the reopening of the former Stratford – Honeybourne rail line, and notes that similar text is not provided in the LTP regarding the future use of the ex-Great Central line through Rugby.	1. Noted and welcomed. 2. Your support is noted and appreciated. The County Council is committed to delivery of a new station at Kingsbury and is pursuing opportunities to bring it forward. However, in view of the substantial number of rail industry and other partners that need to be involved, it is not appropriate for the County Council to specify a delivery date for the scheme, which it may not be able to meet due to the actions of others. 3. Your support is noted and appreciated. 4. Agreed. Amendments have been made to include these points. 5. Please see response to R002, R006, point 2 and R008, point 3 above.
R034	Councillor	Mayor of	9/11/05	Letter	Objects to the failure to include any	Please see response to R002 above.

	Bill Lowe	Stratford-upon-Avon			reference to the restoration of the Stratford – Cheltenham railway line in the LTP.	
R035	James Mackay	The Warwick Society	9/11/05	Letter	1. Supports the five overall LTP objectives and suggests an amendment to the third objective. 2. Suggests that environmental problems caused by transport should be dealt with throughout the County, and not just where opportunities exist. 3. Suggests that crime and fear of crime could be improved by encouraging more people to walk. 4. Suggests some wording changes in relation to reaffirming the role of the LTP and its impact on climate change. 5. Suggests some wording changes to Strategic Priority 5 to reaffirm its intention. 6. Raises some questions over the LTP targets, and the specific absence of a target for walking. 7. Strongly supports the Accessibility Strategy. 8. Suggests that the prime means of reducing road casualties should be altering drivers' behaviour and reducing speed, rather than teaching children how to get out of the way of vehicles that threaten their safety. 9. Disappointed that the LTP suggests that road pricing is unlikely to be considered before 2011, despite the imminent development of a regional pilot scheme. Suggests Warwickshire should be part of this pilot project in order to gain the benefits at the earliest opportunity. In the interim, support is given for measures that reduce traffic growth and encourage the use of modes other than the car. 10. Suggests that proposals for individual	1. Noted. The suggested change to the wording of the third objective is accepted and will be amended accordingly. 2. Noted and supported in part. Revised wording to read: "problems will be dealt with *where specific issues exist* across the County". 3. The Walking Strategy aims to increase levels of walking to bring a wide range of benefits. 4. Noted and supported in part. Revised wording to read: "The LTP will aim to reduce transport emissions in line with Government policy and stated commitments, whilst ensuring that levels of accessibility are maintained by sustainable modes of transport." 5. Noted and supported in part. Revised wording to read: "To attempt where possible to reduce the environmental impacts of transport, both globally and locally." 6. Monitoring levels of walking countywide is not feasible and therefore an overall target has not been set. However, levels of walking will be monitored on an annual basis through indicators for mode share of journeys to school and journeys to work. Performance indicators BV187on footway conditions and BV178 on ease of use of footpaths and rights of way are also of relevance to walking. 7. The support is noted and welcomed. 8. The County Council believe that altering drivers' behaviour and teaching children about road safety are both essential to reducing casualties. As such, the County Council regards them as complementary rather than alternatives. 9. Noted. A pilot scheme is currently being considered for the West Midlands conurbation,

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					junction improvements should not be pursued, as the benefits of such schemes are questionable.	albeit excluding Coventry. The findings of the pilot will be observed by the County Council, however it is unlikely that road pricing will be a more widely acceptable policy instrument before 2011.

junction improvements should not be pursued, as the benefits of such schemes are questionable.

11. Questions whether the congestion target for Warwick is appropriate, and suggests that a measure that expresses peak journey times as a multiple of off-peak journey speeds.

12. Raises concerns of the impact of the designated Air Quality Management Area in Warwick town centre on tourism, and requests that it considers a wider area than just the town centre.

13. Questions whether Warwick is dominated in employment terms by the County Council.

14. Reaffirms concerns previously expressed regarding the proposed park and ride site at Greys Mallory.

15. Suggests that any parking problems arising from the displacement of unauthorised parking should be dealt with by reducing the demand for car trips by making walking, cycling and public transport better alternatives.

16. Welcomes the continuing progress towards a satisfactory traffic management scheme for Warwick town centre.

17. Questions the proposed spending of £2m on Portobello Bridge, and that there is no evidence that the bridge requires any more than very minor maintenance. Any scheme to widen this bridge will need to respect its design, setting and listing.

albeit excluding Coventry. The findings of the pilot will be observed by the County Council, however it is unlikely that road pricing will be a more widely acceptable policy instrument before 2011.

10. Noted. However, schemes will be carefully assessed to ensure they are beneficial and not simply moving the problem to the next junction.

11. This is not considered either practical or meaningful. What off-peak period would be chosen: busy daytime off peak, or quiet late night off-peak?

12. Responsibility for defining the area to be covered by an Air Quality Management Area lie with the relevant District/Borough Council, in this case Warwick District Council.

13. Noted. Revised wording to read: "Warwick is dominated by a number of major employers, including the County Council, IBM, National Power Transco and Warwick Hospital."

14. See response to R030, point 1.

15. Noted, The LTP contains many measures to enhance facilities for alternative modes and encourage their use. However, the LTP represents a balanced delivery programme of improvements for all modes. Within Warwick the determination of the best balance of provision for the town will be heavily influenced by the Warwick Town Centre Forum, which the Warwick Society is actively engaged in and will therefore influence. Park and ride is not required in order to deliver Decriminalised Parking Enforcement. However, park and ride will provide additional long term car parking capacity for the town and help reduce traffic levels accessing the town.

16. Noted.

17. Both of the metal widenings at Portobello Bridge are weak (as evidenced by numerous

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						inspection reports), the upstream one critically so, such that it has been closed for some time. The County Council approved a scheme in 2001 to remove these extensions and widen the bridge on the upstream side. The scheme included junction improvements at Greville Road and Rugby Road. It proved not possible to agree the principles of this scheme with English Heritage because of the visual impact on the bridge. The need to deal with the weak extensions remains, and this is the strengthening scheme included in the Provisional LTP. As yet the County Council has no detailed plans as to how this might be achieved and what, if any, highway improvements might be included. A further public consultation on the whole issue will be carried out before any scheme is adopted. The County Council fully recognise the historic asset of Portobello Bridge as a designated Grade 2 Listed Building, and the need for the approval of English Heritage for any works.
R036	Mike Avis	-	10/11/05	Letter	1. The draft LTP is thoughtful, sincere and comprehensive, particularly the sections covering cycling. 2. Notes that there is no percentage growth target for cycling. 3. Requests that the text on changing attitudes in the Cycling Strategy is strengthened. 4. Requests that the design and modification of suburban and rural roads should consider the needs of competitive cyclists who use these roads for training on. 5. Requests that the Plan should more widely reflect the issue that reduction of congestion will be a lost cause without	1. Noted and appreciated. 2. The Provisional LTP target for maintaining current levels of cycling is viewed as challenging given the ongoing trends in cycling levels. However, existing cycle count data will be further analysed to ascertain whether there are signs of a rise in cycle use, in order to assess whether an increase in cycle usage over the next 5 years is realistic and achievable. 3. Noted. The wording in the strategy will be amended to reflect this comment. 4. Modifications to such roads will normally be made to improve safety for road users. The County Council will take into account the needs of cyclists in the design of any such

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					modal shift to walking, cycling and public transport. 6. Notes that the former Radio Station site in Rugby is the greenest brownfield site he has ever seen. 7. Agrees that the restoration of local/semi-fast rail services at Rugby should be a priority and needs maximum pressure. 8. Objects to the proposal for Rugby East Parkway Station. 9. Would like to see quality access and fully dropped kerbs throughout the Rugby area and in rural areas where possible. 10. Suggests that bypasses should not be built as they become race tracks for through traffic, and have junctions that are barriers for pedestrians, cyclists and people with disabilities.	improvements. 5. It is considered that the Plan does already reflect this point. 6. Noted. 7. Noted and agreed. 8. It is proposed that this scheme will be deleted from the Plan. 9. The County Council has recently increased its funding for installing dropped kerbs. Priority for spending tends to be within the main urban areas of the County, although schemes in the rural areas of Warwickshire are also considered. 10. Noted. New road building is rare and considered only when other solutions cannot deliver the required improvements to the environment, safety or to facilitate economic development.
R037	Janet Alty	20's Plenty	10/11/05	E-mail	1. Support the call by the Slower Speeds Initiative, Transport 2000, Living Streets and the Safer Streets Coalition for 20mph to become the maximum traffic speed on streets where people live, work, shop and play. 2. Suggests that a properly enforced 20mph limit on these streets has the potential to reduce death and serious injuries by 50%, as well as creating a safer environment for walking and cycling. 3. Suggests that in order to achieve this, more resources should be allocated to local safety schemes, including innovative traffic calming. 4. Suggests that resources for enforcing 20mph speed limits should also be made available.	1. Noted. As stated in paragraph 2.3.61 of the LTP, the County Council will use the new guidance the Government is expected to issue shortly in developing a new speed management strategy. 2. Noted. As stated in paragraph 2.3.61 of the LTP, the County Council will use the new guidance the Government is expected to issue shortly in developing a new speed management strategy. 3. Noted and accepted. The County Council would like to devote more resources to casualty reduction (local safety) schemes, but this obviously depends on the total resources available. 4. Enforcing speed limits is primarily a matter for the police rather than the County Council.
R038	Jake Thrush	Centro	11/11/05	E-mail	1. Welcomes the policies and proposals that promote public transport for cross-boundary journeys between Warwickshire and the	1. Your support is noted and appreciated. 2. Your support is noted and appreciated. 3. These new station proposals are included in

						West Midlands conurbation.	the 'Stakeholder Aspirations' section of the
						2. Endorses the need for a new station in Coleshill.	RUS.
						3. Notes that the West Midlands RUS makes no reference to new stations at Kenilworth, Kingsbury, Galley Common, Arley, Bermuda, Hawkesbury, Stratford Parkway and Rugby East Parkway.	4. Your support is noted and appreciated. 5. Your support is noted and the points made are appreciated. 6. Noted. 7. Noted. 8. Agreed.
						4. Supports the need for an extra hourly off-peak semi-fast service from Birmingham to Stratford.	9. Your support is noted and appreciated. 10. Your support is noted and appreciated. 11. Your support is noted and appreciated. 12. Your support is noted and appreciated.
						5. Supports the need for timetable and service pattern review between Birmingham and Leamington Spa (both via Coventry and Solihull), and the need to safeguard local frequency/capacity given the increased frequency of Birmingham – London services on the West Coast Main Line from 2008.	13. Noted. The Final LTP will reflect the findings of all the public transport studies. Currently, the LRT study has not been completed so the text in the LTP cannot be finalised.
						6. Notes that the replacement of the Stafford – Nuneaton local service will have a significant impact on the County Council's future specified Minimum Service levels for Atherstone and Polesworth.	14. Noted. This issue will need to be explored in developing the public transport strategy for the corridor.
						7. Welcomes the recognition of the operational constraints caused by the short platform lengths at Lapworth and on the Birmingham – Stratford line.	
						8. Notes that the West Midlands RPA is still to be published, and that future growth targets may therefore need to be aligned to a different timescale.	
						9. Supports the need for improved station facilities and the need to work closely with DfT in the delivery of their 'Access for All' programme.	
						10. Supports the need to safeguard sites with the potential for delivering rail improvements.	
						11. Supports the need for real time	

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					information at Warwickshire stations, as this will complement existing funding commitments from Central Trains and Centro across the conurbation and the wider travel to work area. 12. Supports the need for improved transport interchange at key rail stations across the County. 13. Notes that the LTP makes very little reference to the Centro lead LRT study, for which the County Council jointly funded the initial piece of work. Suggests that it is premature to dismiss LRT at this stage when the economic study has yet to report its findings. 14. Suggests that there is a conflict between the medium to longer term BRT and heavy rail aspirations, as there is insufficient demand in the corridor to justify both modes, and that a more coherent longer term strategy needs to be established.	
R039	Stephen Holt	Birmingham International Airport	11/11/05	E-mail	1. Confirms that the general emphasis of the new LTP in relation to surface access is supported. The Airport Company intends to work in partnership with the County Council to improve surface access to Birmingham International Airport. 2. Notes that the Airport Company has previously expressed support for the findings of the BIANCA Study, Coleshill Parkway, and proposals for a new bus service between Tamworth and the Airport. The Airport Company has financially supported the 777 bus service, along with the Buster Werkenbak scheme. 3. Notes that text in relation to the Draft Airport Master Plan needs to be updated in the Strategy.	1. Noted. The County Council is keen to work in partnership with the Airport to improve surface access. 2. Noted. 3. Noted. The County Council will also be responding separately to the overall draft Masterplan proposals by the end of March 2006. 4. Noted. These will be amended accordingly. 5. Noted. These will be amended accordingly in both the Surface Access Strategy and the Northern Warwickshire area chapter of the LTP.

					4. Requests clarification in the text in relation to the Surface Access Strategy and BIA's Surface Access Strategy, along with references to Birmingham and Coventry Airports. 5. Suggests a number of textual changes/clarification to the Surface Access Strategy, the LTP generally, and the area chapter covering Northern Warwickshire.	
R040	Rodney King	CTC	13/11/05	E-mail	1. Suggests that congestion charging could be used as a tool to manage M40 Junction 15 (Longbridge) more effectively, and help improve conditions for cyclists. 2. Suggests that the County Council is not working to the national standards for cycle lane widths, and cites the example of the recently completed cycle scheme on Emscote Road, Warwick. Suggests that the County Council will not achieve its aims for improving cycling by implementing the current internal cycle design guidelines. 3. Requests that the text on cycling in future LTP Annual Progress Reports be reviewed by the Warwick District Cycle Forum before it goes to print. 4. States that overall the draft LTP is an excellent document that has been prepared within good consultation processes.	1. Not accepted. Local charging at this junction would displace traffic to inappropriate routes, including through Warwick, and would not help cyclists. 2. Internal design guidelines for cycleway construction have been amended so that the stated desirable minimum width for cycle lanes is 1.5m, in line with national guidance. 3. Not accepted. The LTP Annual Progress Report is a statement of achievement over the previous year, and as such is not subject to debate or consultation. 4. Noted and welcomed.
R041	Alan Turner	Rugby Rail Users Group (RRUG)	14/11/05	Letter	1. Welcomes any initiatives in the LTP that contribute towards improving Rugby railway station, the station and its environment. 2. Notes that RRUG have recently produced their first manifesto, and directs the County Council to the website link for information. 3. Requests that the County Council provide a link to the RRUG website from its own website. 4. Welcomes the identification of the need for improvements to the bus/cycle/	1. Noted. 2. Noted. 3. Noted for action. The other rail user groups in the County will also be added as links from the website. 4. Noted. 5. It is proposed that this scheme will be deleted from the Plan. 6. Noted. Discussions are ongoing with Network Rail over the scope and content of the scheme for the railway station, and its impact on rail

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					pedestrian links to and from Rugby station, and sufficient car parking for users. Also welcomes the minimum target set in the Plan for half-hourly services between London and Birmingham via Northampton, and the need to improve capacity in the Rugby – Coventry – Birmingham – Wolverhampton corridor.	services during construction. The County Council will keep RRUG informed of any developments as they occur.
					5. Reserves judgement on the proposal for a new Parkway Station east of Rugby, and seek clarification on how the County Council has come to its conclusions on the proposal. 6. Highlights a number of concerns over the lack of cycle provision in the scheme to improve the railway station, and disruption to rail services during the construction works. Requests that the County Council follow up these points of concern with Network Rail, and involve RRUG in any discussions.	
R042	David Morris	Cubbington Parish Council	15/11/05	Letter	Suggests a number of observations on local bus services, in terms of reliability, customer services, and the lack of available space for bicycle/pushchair storage. Also suggests the need for better bus stop infrastructure in terms of shelters and access for the disabled. Notes the lack of bus services from the Cubbington area to doctors, hospitals and dentists without the need for two bus changes	Services in this area are operated on a commercial basis by Stagecoach in Warwickshire. The County Council is currently working with the operator to try and develop routes that will meet passenger needs more closely in the Cubbington area.
R043	Gordon Brace	-	17/11/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Objection noted. However, the road will remain in the Plan as an integral part of the housing development at Shottery and for the traffic relief benefits it would deliver to Stratford town centre. Delivery of the road will be reviewed as part of the Transport Strategy for Stratford planned for 2006. This review has been prompted by the deferral by the District Council of the housing

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						development at Shottery.
R044	David Bowie	-	17/11/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Please see response to R043.
R045	Matthew Pinfield	-	18/11/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Please see response to R043.
R046	Ann Draycott	Shottery Village Association	18/11/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Please see response to R043.
R047	James E. Philpotts	-	18/11/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Please see response to R043.
R048	Elizabeth Hicks	-	18/11/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Please see response to R043.
R049	Martyn Luscombe	Residents Against Shottery Expansion (RASE)	18/11/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Please see response to R043.
R050	R. David Langman	-	18/11/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Please see response to R043.
R051	Peter Donaghue	-	18/11/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Please see response to R043.
R052	Dr. Robert Bearman	Stratford-upon-Avon Cycle Forum	19/11/05	E-mail	Requests that the LTP includes reference to the development of Quiet Lanes. Suggests that installation costs would be low, but the benefits to sustainable modes of transport and increasing recreational opportunities would be considerable. Suggests a number of locations in Stratford District where the implementation of Quiet Lanes would be beneficial.	During the LTP period, the County Council will review the costs and benefits of implementing Quiet Lanes, based on experience elsewhere in the UK to date.
R053	Nicholas Carr	-	21/11/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Please see response to R043.

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R054	Paul R. Stanton	-	21/11/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Please see response to R043.
R055	David and Alison Higgins	-	21/11/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Please see response to R043.
R056	Paul Webb	-	21/11/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Please see response to R043.
R057	L. Reece	-	22/11/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Please see response to R043.
R058	John Kerslake	Rugby Borough Council (on behalf of the Cabinet)	22/11/05	Letter	1. Supports the LTP objectives and overarching principles, and will continue to work in partnership with the County Council to develop the LTP and support its implementation. 2. Strongly supports the proposal to carry out a transport study of the town in the early part of the LTP period, and should particularly consider the issue of town centre parking. 3. Strongly supports the improvements that have been made to bus service 4, and requests that further funding be brought forward to improve the routes detailed in the Plan. 4. Suggests that priority should be given to reinstating bus routes that have been removed, for example to the Paddox area. Direct routes to Walsgrave Hospital and between hospital facilities need to be introduced. Better bus services should also be considered for the Ansty/Shilton/ Barnacle area. 5. States that some of the wording in the LTP in relation to the former Rugby Radio Station is potentially misleading.	1. Noted. The County Council will continue to work in partnership with the Borough Council to implement the LTP. 2. Noted. The Borough Council will be a key member of the steering group for this study. Parking provision within the town will be a key issue for the study to address. 3. Your support is noted and appreciated. A number of similar schemes are proposed in the Rugby area in the LTP. 4. Noted. Officers from the County Council liaise regularly with all local bus service operators to work to improve and increase services. Requests for new or improved bus services are dealt with based on need and resource availability. 5. Noted and agreed. A form of words has been agreed by officers from the two authorities that address this issue. 6. It is proposed that this scheme will be deleted from the Plan. 7. The County Council welcome the Borough Council's findings in relation to rural access and will use this information to inform the evidence base for the Accessibility Strategy and future accessibility assessments.

| | | | | | | 6. Objects to the proposal for Rugby East Parkway station on the grounds of concerns over the impact it may have on the viability of the existing station.
7. Identifies certain rural areas of the Borough that urgently need improvement in terms of accessibility. The findings of some work undertaken by the Borough Council were debated by the Partnership and Community Panel in September 2005, and are included as an appendix with the Borough Council's LTP response.
8. Requests that more concentration should be given to community transport schemes for areas not served by other means.
9. Supports the intention to provide enhanced integrated transport facilities for taxis and private hire vehicles at the railway station.
10. Notes that air quality has been designated as a strategic issue that needs to be addressed through the LTP. Supports the measures described in the LTP to address air quality issues in the town centre.
11. Supports the development of enhanced walking facilities and routes, and urges their early development.
12. Raises concern over the quality and safety of existing footways where maintenance work is considered overdue.
13. Acknowledges the considerable work that has been undertaken on cycling schemes during the first LTP period, and identifies further priorities for investment. Highlights further maintenance concerns.
14. Identifies the projected shortfall in both short and long stay parking in the town centre, and states that its consideration | 8. In the short term, the County Council will consider undertaking a feasibility study, in conjunction with operators and the voluntary sector, to evaluate whether better co-ordination among community transport operators in the Borough can be achieved. The study could also consider alternative ways forward for medium and longer-term involvement of community transport in accessibility solutions for the Borough.
9. Noted. This is being pursued as part of the discussions with Network Rail over the scope and content of the scheme to improve the railway station.
10. Noted and welcomed. The County Council is keen to work with the Borough Council to develop an Action Plan to address the designated Air Quality Management Area in Rugby.
11. Support noted.
12. Noted. Specific problems will be identified during routine checks and addressed as part of a rolling programme of maintenance works.
13. Priorities noted, and incorporated into the Action Plan.
14. Noted. This issue will be considered as part of the proposed Rugby Transport Study.
15. Noted. The County Council will continue to work towards the projected implementation date of the end of 2006/07.
16. Noted. Subject to addressing some issues at the southern end of the route near Potford's Dam and obtaining full approval of the scheme from Central Government, a start on site could begin in 2007.
17. Noted and agreed. This junction is being considered as part of the transport assessment for the redevelopment of the former |

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					should be a priority.	Alstom/GEC and Cattle Market sites. It is likely
					15. Identifies the importance of meeting the projected implementation date for the introduction of decriminalisation of parking enforcement in the town.	that the County Council will seek developer funding towards an improvement of the junction, if the impact of traffic from the developments are detrimental to its operational performance.
					16. Notes the importance of the implementation of the Western Relief Road to delivering other parts of the transport agenda. Requests an early start on the project.	18. Noted. As stated in Policy RS11 of the Road Safety Strategy, the County Council will provide school crossing patrols for children age 5 to 11 at sites that meet the national criteria.
					17. Suggests that the expected increase in traffic around the railway station will increase the need for a junction improvement at Mill Road/Butlers Leap.	19. The County Council has recently increased its funding for the installation of dropped kerbs. This should allow the programme of improvements to be accelerated.
					18. Notes the importance of school crossing facilities and patrols, and requests that funding is concentrated on location where these are lacking (e.g. Stretton and Brinklow).	20. Noted. Investment in Safer Routes to School in Rugby will continue throughout the LTP period. 21. Noted.
					19. Requests that the programme for installing dropped kerbs be accelerated, and existing crossings should be brought up to standard.	22. Noted. The Warwick/Leamington Spa/Kenilworth/Whitnash Urban Area Chapter demonstrates commitment to pursue improvement measures in conjunction with the Highways Agency and Coventry City Council.
					20. Supports the continued investment in Safer Routes to School in the area to address safety and relieve congestion.	23. Noted. The issue will be referred to the County Council's Freight Quality Partnership.
					21. Requests that consideration be given to bus stop size and location in the town centre as part of any improvements in the town centre.	24. This issue has been investigated by the County Council, and no evidence has emerged that HGV's are taking unsuitable routes to or from Magna Park. However there is an arrangement with the management of Magna Park that if HGV's are identified as visiting Magna Park then action will be taken. The 'B' road network is expected to carry its share of all types of traffic including HGV's, however the B4027 does not appear on the County Council's advisory lorry route map.
					22. Notes the increasing traffic using Coventry Airport and its impact on the Borough, and requests that measures to reduce the impact be reflected in the LTP.	
					23. Notes the increased traffic on certain approach roads to Rugby as a result of the expansion of the Daventry International Rail Freight Terminal, and requests that measures to reduce the impact be reflected	25. In some cases, it appears that the current wording does reflect the suggested changes. In other cases, an appropriate amendment has been made to the text. The exception is the

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					in the LTP (e.g. speed restrictions). 24. Notes that freight traffic using Magna Park is using unsuitable approach roads in the Borough, and measures should be taken to prohibit these (e.g. B4027). 25. Suggests a number of wording enhancements to the Passenger Rail Strategy, and some resultant wording amendments for the Eastern Warwickshire section of the LTP.	comment on Policy T3, which comes from the Warwickshire Structure Plan and is existing approved policy.
R059	Helen Absalom	Warwick District Council (officer comments)	22/11/05	Letter	1. Confirms that there is no conflict between the LTP and the Warwick District Local Plan. 2. Pleased to note the proposals for the park and ride to serve Warwick and Leamington Spa, and Kenilworth railway station. 3. Suggests that a paragraph is added to the LTP to cover the South West Warwick development, and the commitment of funding towards town centre improvements in Warwick, M40 Junction 15, improvements to bus services and safer routes to school. 4. Requests that closer links are made to the relationship of the proposals in the area chapter to the designated air quality management areas in the District. 5. Highlights a number of minor textual issues in the Warwick/Leamington Spa/Kenilworth/Whitnash area chapter. 6. Requests that the County Council investigate proposals for providing a cycle route from Kenilworth to Leamington Spa, including the proposed Safer Route to School from North Leamington School to the town centre.	1. Noted. 2. The support is noted and appreciated. 3. Noted. A suitable paragraph has been included in the relevant Area Chapter. 4. Noted. Additional references have been included in the relevant Area Chapter. 5. Noted. 6. Please see response to R019, points 2 and 3 above.
R060	Keith Vickery	-	22/11/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Please see response to R043.

R061	G. D. Symes	Kenilworth Town Council	22/11/05	Letter	1. Endorses the proposals for Kenilworth railway station, and gives full support whenever action is required to deliver the scheme. 2. Requests that the Town Council receive direct advice as and when developments occur in relation to the provision of the station.	1. Your support is noted and appreciated. 2. The County Council is happy to agree to this suggestion.
R062	Mr. And Mrs. P. Greenway	-	23/11/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Please see response to R043.
R063	Robert Nash	The Town Council of Royal Leamington Spa	24/11/05	Letter	Requests that urgent consideration be given to the creation of a dedicated cycle route between Kenilworth and Leamington Spa on the A452.	See response to R019, points 2 and 3 above.
R064	Ray Clipson	CPRE	24/11/05	Letter	1. Strongly supports the need for better public transport services, particularly in rural areas and those without access to a car for all/part of the day. However, these need to be timed to meet peoples' needs and to integrate with other public transport services. 2. Recognises the need to reduce traffic speeds in rural areas and through villages, but requests that this is done sympathetically in terms of design to maintain the character of the county. 3. Requests that the County Council should strongly aim to reduce street clutter in rural areas, villages and towns, and cites Stratford as an example of somewhere in the County where this is a particular problem. 4. Makes some suggested textual changes to the Plan to clarify a number of matters. 5. Objects to the proposed Stratford Western Relief Road. 6. Suggests that a low cost relief road should be considered for Studley on the	1. Your support is noted and appreciated. The point regarding timing is agreed. 2. Accepted. Where measures to reduce speed are to be introduced, it is agreed that they should be designed as sympathetically as possible to maintain the character of the county. 3. Noted. Periodic reviews of street furniture and highway signage are undertaken throughout the County. The County Council has recently undertaken a desktop exercise to establish a more co-ordinated approach for undertaking area-wide environmental improvements, including the provision of new/revised street furniture and highway signage. 4. Noted. The majority of the points raised can be reflected in the wording of the Final Plan. 5. Please see response to R043. 6. Noted. Following confirmation of the revocation orders for the scheme, consideration will be given to what alternative measures to improve the environment and safety in Studley are appropriate. 7. Free countywide concessionary travel is currently being negotiated with the five

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						A435. 7. Suggests that the County Council should develop a countywide free travel pass for older and disabled people as suggested in the government concessionary fares scheme from April 2006. 8. Suggests that volunteers be trained for manning of mobile speed guns, as has been undertaken in other parts of the country. 9. Suggests that in line with future DfT guidance, the speed limit through all villages should be 30mph (or less near schools). 10. Suggests that trials should be undertaken on narrow country roads by replacing the white lines down the middle of the road with a grass strip, and make grass verges more obvious. 11. Suggests that car sharing should be promoted for trip generators such as Warwick Technology Park and other similar out-of-town employment locations. 12. Supports the proposed station at Bermuda/Griff, and its inclusion on the Bus Rapid Transit route. Also strongly supports the extension of Bus Rapid Transit to Ansty. 13. Supports the provision of a new western entrance to the NAC, Stoneleigh. Request that improvements to the A46 Stoneleigh Interchange do not include improvements to lighting due to its high elevation in a rural area. Requests that consultation is undertaken over changes to the B4115 given that it is the signed cycle route from Warwick to Coventry. 14. Strongly urges the County Council to oppose expansions of operations at Coventry Airport until improvements have	District/Borough Councils in Warwickshire. Discussions so far appear to be promising. 8. Decisions as to how speed limits should be enforced are primarily a matter for the police rather than the County Council. 9. Noted. As stated in paragraph 2.3.61 of the LTP, the County Council will use the new guidance the Government is expected to issue shortly in developing a new speed management strategy. 10. Deliberate introduction of grass strips would compromise both the safety of the highway and its structural integrity. 11. Noted and agreed. The County Council works with large employers to encourage them to adopt Green Travel principles for their employees, both in terms of how they access the workplace and the journeys they make as part of their job. The County Council has strict guidelines for Green Travel in relation to new development. 12. Noted. 13. Noted. Comments have been passed to County Council's Development Control section who are dealing with the proposed improvements. 14. The County Council is liaising with the Highways Agency and Coventry City Council regarding the required improvements associated with the airport expansion. The County Council has and will continue to work closely with the Highways Agency regarding the level of acceptable impact resulting from any airport expansion. This has been the subject of a Public Inquiry, and the County Council is confident that all the matters are being adequately explored in this process and that a balanced approach to further expansion will be set out by the Inspector.

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						been made to the A45/A46 junction and improvements to public transport accessibility.	15. Coleshill Parkway is a committed scheme, and construction is programmed to start shortly. The completion of the station will trigger a substantial up-grade of bus services in North Warwickshire. The County Council also supports a new station at Kingsbury, but currently there are a number of deliverability issues with the proposal.
						15. Strongly supports the proposal for a new station in Kingsbury, and suggests that this should be a higher priority than the new station at Coleshill. However, the proposed bus service improvements at Coleshill are supported, particularly the link to Birmingham International.	16. Agreed. The Masterplan for Nuneaton and Bedworth town centres recognises this issue. Improvements will be pursued through the implementation of the Masterplan proposals
						16. Suggests that better linkages between the railway stations in Nuneaton and Bedworth and the town centres can be achieved through better design.	17. Your support is noted and appreciated.
						17. Supports the reinstatement of through heavy rail services (and increased service frequency) between Coventry, Nuneaton and Leicester.	18. Your support is noted and appreciated. Brownfield land would normally be preferred except where local circumstances determine otherwise.
						18. Supports the provision of parkway stations and park and ride facilities, but requests that parking is provided on brownfield land rather than Green Belt.	19. Your support is noted and appreciated.
						19. Supports the upgrading of the West Midlands to Felixstowe rail route, and providing rail access to Judkins Quarry.	20. The development of proposals for the Rugby Western Relief Road has considered a number of alternative alignments, including an alignment that follows the route of the former Rugby – Leamington Spa railway line. This alignment was discounted due to its ecological impact and the fact that it would remove any possibility of the railway line reopening in the future.
						20. Objects to the currently published route of the Rugby Western Relief Road, and suggests that the route be changed to run along the route of the former railway line.	21. Noted.
						21. Strongly supports the early reinstatement of the through stopping services from Rugby to London and to the capacity of the Rugby – Wolverhampton corridor.	22. It is proposed that this scheme will be deleted from the Plan.
						22. Objects to the proposed Rugby East Parkway station proposal on the grounds of the detrimental impact it may have on the existing station and its services.	23. A decision will be made on Bilton Bypass once the Rugby Western Relief Road has been built. Notwithstanding this, construction of Bilton Bypass would adversely affect residential areas, especially Cheshire Close, and would risk attracting traffic back to this route from the Western Relief Route if it were improved.
						23. Suggests that the Bilton Bypass scheme	24. Unfortunately there are insufficient funds available at present to reinstate this service. It should be noted that the previous 555 service

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					be pursued even with the Western Relief Road in place, in order to improve the environment of the village. 24. Requests that better public transport links be provided between Kenilworth, Balsall Common, Meriden and Birmingham International, through reinstatement of the 555 service between Warwick/Kenilworth and BIA. 25. Requests that better public transport be provided between Coventry, Kenilworth, Warwick, Charlecote and Stratford, possibly including links to Stratford and Warwick Parkway railway stations. 26. Suggests that service frequencies at Hatton (particularly towards Birmingham) should be reinstated to hourly. Notes that the land currently used for ballast dumping could be used for an extended station car park, which would increase the usage of the station and improve its overall environmental quality. 27. Questions whether the site identified for the second park and ride site in Stratford is the correct one, due to its location in a designated Area of Restraint and adjacent to the Stratford Town Conservation Area. Notes that the site is not currently identified in the Local Plan, and that further work will be needed to investigate it in due course. 28. Suggests that the redevelopment of the former MOD base at Long Marston should only proceed with the reinstatement of the Stratford – Honeybourne railway line. 29. Appears to suggest support for the proposed Stratford Parkway railway station, in terms of its role in supporting recent development at Bishopton and Timothy's Bridge Road, and that good	was very poorly used. 25. The County Council is working with Coventry City Council to deliver a step-change in public transport in the North/South Corridor between Nuneaton, Bedworth, Coventry, Kenilworth, Leamington Spa and Warwick. These improvements will aim to integrate with the existing public transport network, including bus services from Leamington Spa and Warwick to Charlecote, Stratford and Warwick Parkway. 26. Agreed in respect of both points. The County Council is developing plans for additional car parking at Hatton and Lapworth. 27. The general area referred to in the LTP for the second site is considered the only viable location for a southern park and ride facility to serve the town. 28. This is primarily a land use issue which will be determined by the District Council as local planning authority. 29. Your support is noted and appreciated. 30. During the LTP period, the County Council will the costs and benefits of implementing Quiet Lanes, based on experience elsewhere in the UK to date.

					pedestrian/cycle access should be provided from these areas to the new station to encourage its use.	
					30. Requests that the County Council consider/investigate areas suitable for Quiet Lanes, such as those that have already been introduced in Norfolk and Surrey following public consultation.	
R065	Mr. G. D. Symes	Kenilworth Town Council	28/11/05	Letter	1. Welcomes the concepts driving the Plan and supports the guiding principles and issues arising. Raises some concerns that there may be more aspirations than commitments in the Plan. 2. Welcomes the Air Quality Strategy, and are surprised that Warwick Road in Kenilworth does not feature. 3. Requests that Kenilworth is considered within any traffic improvements in the Warwick University – Warwick/Leamington Spa, including the proposals for Bus Rapid Transit. 4. Notes that bus services have been rationalised in the town over recent years. Requests that public transport in the north west of the town is improved. 5. Suggests a new link with the A46 from the Glasshouse Lane area would relieve pressure on both the St. John's Island and at the A46/A452 interchange at Thickthorn. 6. Acknowledges the work that has been undertaken in traffic and transport terms to support the master planning exercise for the town centre. Questions what solutions have been identified through the consideration of the various options in the traffic modelling exercise. Makes a commitment to continue to work with the District and County Councils to resolve the conflicting interests of shoppers and residents as the proposals	1. Noted. The LTP contains a wide range of schemes and proposals. These will be brought forward as resources permit over the next five years and beyond, using a combination of LTP and other funding sources (e.g. S106 developer funding). The Delivery Strategy contained in Part Four of the Provisional LTP sets out the measures contained in the Plan that will be delivered during the LTP period given the likely resources available to the County Council. 2. Noted. Information provided by Warwick District Council as part of the development of the Air Quality Strategy highlighted that the junction of Warwick Road with Sainsbury's is close to triggering the declaration of an Air Quality Management Area. Monitoring will continue to be undertaken by the District Council to inform any future action required at this location. 3. Noted. The development of the University will be required to assess and address any traffic impacts, both within Warwickshire and Coventry. A Bus Rapid Transit scheme proposal is currently being developed from Coventry city centre to the University, which subject to its financial viability will be planned to include services to Kenilworth. 4. Noted, however insufficient funds are available at present to address this issue. 5. New links on to the A46 would require the approval of the Highways Agency, who have

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						develop. 7. Suggests additional text within paragraph 1.6.22 to reflect the need for the identification and implementation of measures to manage the impact of traffic within Kenilworth town centre, and to improve conditions for pedestrians, cyclists and public transport users. 8. Requests that the impact of traffic from the expansion of Warwick University and the NAC is considered in the town centre as well as at the junctions of Gibbet Hill, Stoneleigh Road and Thickthorn. 9. Acknowledges the proposed improvements for cycle links from Warwick to Coventry via Kenilworth and also from Kenilworth to Warwick University. Requests whether any monitoring has been undertaken of the route across the Common since it was introduced last year. Suggests that a more integrated approach will be needed if routes are to be beneficial, rather than pursuing short lengths of cycleway in isolation. 10. Requests that a safe cycle route along the A452 between Kenilworth and Leamington Spa be promoted through the LTP. 11. Welcomes the commitment of the County Council to pursuing the provision of a new railway station to serve Kenilworth. Notes the potential train service identified from the North/South Corridor Strategy. Appreciates that a strong business case will be needed to justify the investment in a station, along with any necessary track and signalling work. 12. Seeks resolution of the lack of bus services on the former X17 route (Mill	highlighted safety issues on the section of the A46 between the Thickthorn and Stoneleigh interchanges. Because of the safety issues and close proximity of the Thickthorn and Stoneleigh junctions it would not be feasible to pursue the introduction of an additional junction at this location. 6. Noted. Details of the options considered for traffic management as part of the Kenilworth Master Planning exercise are provided in the Joint Scrutiny Committee Report of February 2005, which the Town Council were represented at. 7. Noted and agreed. 8. Noted. See comment on point 3. 9. An integrated approach is being pursued through continued implementation of cycle route network plans for each of the five main towns within the County. However, it will take a sustained period of funding to create joined up networks. In Kenilworth, cycle facilities are being developed as part of National Cycle Network route 52, a strategic route linking Warwick – Coventry – Nuneaton and beyond. 10. See response to R019, points 2 and 3 above. 11. Your support is noted and appreciated. 12. Noted, however insufficient funds are available at present to address this issue. 13. There are many roads classified as C or D within the County that carry more than 5000 vehicles per day. The flows have remained static on this route for a significant period of time (over 10 years). If Dalehouse Lane were to be re-assigned as a B road, it would be reproduced as such on all road maps and could encourage drivers to enter Kenilworth via this route. Given the residential nature of this route and the lack of any specific benefits that would

						End/Dalehouse Lane) and around the Castle.	arise from re-classification, the County Council would be unlikely to pursue it as a priority.
						13. Notes with surprise that Dalehouse Lane is classified as a 'D' road, but carries over 5000 vehicles per day and acts as a key link to the A46.	14. Speed limits will continue to be set in accordance with County Council policy, which is due to be reviewed when new national guidance is published shortly – see paragraph 2.3.61 of the Provisional LTP.
						14. Considers that speed limits on certain roads in the town are too high (Coventry Road) or unclear (e.g. Upper Spring Lane) and seeks resolution that that they are addressed appropriately.	15. There are no destinations other than "Kenilworth" signed through the town, other than Balsall Common and Leamington Spa, which are the next significant settlements in each direction on the A452. The signing on the A452 in the vicinity of the Shires Retail Park will be reviewed. Improved signing to the town and castle from the A46 is a matter for the Highways Agency.
						15. Raises a number of issues regarding the signing of through traffic in the town centre, poor signage to the town and the Castle, and the signing of Kenilworth from the Shires Retail Park as being via the M40 and A46.	16. A comprehensive survey of parking in Kenilworth has been carried out and the implementation of Decriminalisation of Parking Enforcement (DPE) will be informed by the analysis of the data obtained. As has occurred in Stratford, the impact of DPE will be monitored following implementation.
						16. Requests that in the context of the low amount of on-street parking in the town, that the effects of implementing Decriminalisation of Parking Enforcement are carefully considered.	17. Noted. These concerns will be passed on to the County Council's Bridge Maintenance section.
						17. Identifies two old bridges in the town that are still carrying heavy traffic (Townsbrook and Washbrook). Notes that routine maintenance is undertaken regularly on structures, and requests that removal of vegetation be undertaken as a matter of urgency.	18. The County Council, who devised this initiative, are fully supportive of it.
						18. States that a streetscape committee has been set up in the town during the last year, and that areas for improvement and action are being identified. Seeks support from the County Council on this initiative.	19. Noted. Work on the High Street is included in the County Council's five-year maintenance programme. Works to part of Common Lane are included in the programme for the next financial year (2006/07).
						19. Requests that High Street and Common Lane in Kenilworth receive some major repair in terms of road maintenance. Also identifies a number of footways that are in poor condition, and some that are	20. Treatment of this road falls outside the County Council's current Winter Service policy, and adjacent high priority parallel routes are treated in adverse weather. 21. Noted. A review of the frequency of gully emptying is currently taking place as part of the

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| | | | | | overgrown. Welcomes Policy HM11 in the Highway Maintenance Strategy, and looks forward to its implementation.
20. Considers that Crackley Lane should be included in the roads to be gritted in the area, as the road has become an important commuter route.
21. Suggests that an annual service for gullies is insufficient in many cases.
22. Suggests that it may not be necessary to replace all old and damaged signs, and that some rationalisation may be possible. Requests that better directional signage for the town and its attractions would be welcomed.
23. Notes with concern the state of lamp columns in the area and the impact this has on visual amenity.
24. Welcomes the policy to improve the co-ordination of utilities and contractors, particularly in the context of the major Severn Trent works that are ongoing and the proposed road works that are likely to occur in the coming years as part of the town centre redevelopment.
25. Welcomes action to replace all old and damaged signs if there is a need for this but suggests that the recent upgrading of New Street/Bridge Street signal junction has resulted in a significant increase in street clutter in the Conservation Area.
26. Notes the proposal for a new public transport interchange at the railway station, and asks whether any thoughts have been given as to the rerouting of bus services if this were to replace the existing interchange at the Clock. | Term Maintenance Contract.
22. Noted. This will be undertaken as part of the County Council's ongoing maintenance and Streetscape initiatives.
23. Lamp columns in High Street are in the programme to be painted in the next financial year (2006/07).
24. Noted.
25. The junction has been designed with the minimal amount of equipment, except on Bridge Street where additional push button units have been provided to the assist the large number of children crossing at this location. Additional guard railing was provided at the request of the Head Teacher of Abbotsford School.
26. Currently, it is proposed that The Clock would be retained as the main bus-bus interchange, but it is envisaged that some bus services would operate via the new railway station once it was open. |
| R066 | - | Rugby Area Committee | 9/11/05 | Meeting | 1. Requested clarification over the wording in paragraphs 3.5.50 and 3.5.51 regarding | 1. Noted. The text will be clarified accordingly.
2. The proposal will be deleted from the Plan. |

					stopping services and longer distance services at Rugby railway station. 2. Requested that the proposals for Rugby East Parkway be deleted from the Plan due to concerns over the impact such a facility would have on patronage at the existing station. 3. Raised concerns over the ongoing delay in the delivery of the Rugby Western Relief Road. 4. Requested that additional London-bound rail services be provided in the AM peak from Rugby. 5. Requested that access by public transport to Walsgrave Hospital from the surrounding rural areas be improved. 6. Requested that the proposed Inter-Urban Quality Bus Corridor between Rugby and Coventry make reference to serving Binley Woods.	3. Noted. Subject to addressing some issues at the southern end of the route near Potford's Dam and obtaining full approval of the scheme from Central Government, a start on site could begin in 2007. 4. Noted. The County Council will continue to lobby for improvements to rail services serving Rugby. 5. In the short term, the County Council will consider undertaking a feasibility study, in conjunction with operators and the voluntary sector, to evaluate whether better co-ordination among community transport operators in Rugby Borough can be achieved. The study could also consider alternative ways forward for medium and longer-term involvement of community transport in accessibility solutions for the Borough. 6. Noted. The text will be amended accordingly.
R067	-	North Warwickshire Area Committee	16/11/05	Meeting	1. Noted that as advocates on behalf of the travelling public of Warwickshire, there was a need to negotiate with providers of public transport to ensure that passengers have good quality, safe journeys. 2. Requested that members be kept informed of any future developments regarding transport. 3. Welcomed the proposals for Atherstone Bus Station. 4. Requested that further investigation be undertaken on identifying funding for the A51 Dosthill Bypass, in conjunction with Staffordshire County Council. 5. Approved the proposals contained in the LTP for the Northern Warwickshire area.	1. Noted. 2. Noted. 3. Noted and welcomed. 4. Noted. The County Council will continue to work with Staffordshire County Council and Tamworth Borough Council in relation to this proposal, particularly in terms of securing further developer contributions to fund the remaining sections of the road. 5. Noted.
R068	-	Warwick Area Committee	22/11/05	Meeting	Noted that the LTP does not include proposals for a cycle route between Kenilworth and Leamington Spa.	Please see response to R019, points 2 and 3 above.

| R069 | - | Stratford Area Committee | 23/11/05 | Meeting | 1. Suggested that publicity should be given on the A46 signage to the effect that the newly opened park and ride site allows children to travel free.
2. Questioned whether 28% traffic growth is still expected in Stratford-upon-Avon over the plan period.
3. Suggested that Public Transport in the rural areas of the District should be entirely demand responsive in the future.
4. Suggested that through traffic will be forced through Stratford town centre if the Western Relief Road proposals are dropped from the LTP.
5. It was noted that there were differing views regarding the proposals for Stratford Parkway railway station.
6. Suggested that restoration of the former Stratford – Honeybourne rail line should be pursued with private money, for example from the developers of the former Long Marston MOD depot.
7. Noted the position regarding the A435 Studley Bypass, and raised concerns over the legacy that would be left with the County Council by the Highways Agency.
8. Requested that more priority be given towards providing for cyclists.
9. Strong support was given for wider consultation early in 2006 on the various strategic transport issues relating to Stratford-upon-Avon and its environs. | 1. This suggestion will be investigated and implemented if feasible.
2. Traffic growth over the 10-year period between 1994 and 2004 was 13% in Stratford. The LTP Congestion Strategy aims to ensure that journey speeds within Stratford should not deteriorate by more than 10% over the 5-year Plan period.
3. Noted. The County Council is currently working with Stratford District Council on an action plan aiming to implement a district-wide demand responsive community transport scheme by the end of this financial year. It will serve the district by zones, each of which will be able to use the service on two days per week during the day, prioritising access to a local market town and two additional major service destinations. There are budget constraints on the project that prevent it being totally demand responsive, and it is not suitable for work journeys. However, once implemented it is a significant step for demand-responsive, flexible services from rural areas. The County Council will monitor patronage and accessibility outcomes closely to inform project development.
4. Noted and agreed. The aim of the Western Relief Road is to reduce traffic in Shottery and the town centre. Please also see response to R043.
5. Noted. A report will be made to the County Council's Stratford Area Committee when the full implications of the scheme are known and prior to any formal steps to promote it as a County Council sponsored scheme.
6. Noted.
7. Noted. Following confirmation of the revocation orders for the scheme, consideration |

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						will be given to what alternative measures to improve the environment and safety in Studley are appropriate. 8. Noted.
R070	-	Nuneaton and Bedworth Area Committee	30/11/05	Meeting	1. Identified the need to urge the Highways Agency to improve the A444/A5 Red Gate junction, which is considered to be a major traffic hazard and safety issue. 2. Identified the need for improvements to the A444/Griff island junction (particularly when motorists detour from the M6 at Junction 3 when accidents occurred), and also improvements to the feeder Gypsy Lane junction. 3. Questioned Whether there is adequate funding to deliver the LTP and the prospect of obtaining further funding. 4. Identified the lack of public transport from Nuneaton Town Centre to the A444 leisure complex.	1. Noted. The issue will be raised with the Highways Agency at the next joint liaison meeting. 2. Noted. Issues in relation to the Gypsy Lane junction are being considered alongside the other problems associated with the Griff roundabout. 3. The LTP programme is a long term vision, and as such, not all of the schemes are capable of being delivered in the current programme. The Delivery Strategy contained in Part Four of the Provisional LTP sets out the measures contained in the Plan that will be delivered during the LTP period given the likely resources available to the County Council. 4. Transport issues between the Town Centre and the leisure complex on the A444 will be addressed in the medium term by the implementation of a step-change in public transport in the North/South Corridor, as described in Part Three of the LTP. Some bus services do currently serve the leisure complex during the daytime, however these are mostly for the benefit of employees rather than users.
R071	Malcolm Watt	Cotswolds Conservation Board	29/11/05	Letter	1. Welcomes the contents of the LTP, in particular the references to the Cotswolds AONB Management Plan. 2. Seems to suggest that there are some erroneous references to the Cotswolds AONB Management 'Strategy' rather than 'Plan'. 3. Notes that the Countryside Strategy contained in Annex 2 of the LTP makes reference to the Management Plan, and	1. Noted. 2. Noted. The text will be amended accordingly. 3. Noted and welcomed.

					welcomes the opportunity to work with the County Council to implement these proposals over the coming years.	
R072	Jane Sands	Ansley Parish Council	29/11/05	E-mail	1. Highlights that the main concerns of the Parish Council regarding transport relate to the speed of traffic. Requests that consideration be given to reducing traffic speeds in sensitive areas from 30mph to 20mph. 2. Notes that a mobile speed van has been in place on a number of occasions in Ansley Common on the B4114 Coleshill Road, which they suggest has generated a large number of fines. Suggests that this would be an ideal and proper opportunity to put a permanent speed camera in place.	1. Noted. As stated in paragraph 2.3.61 of the LTP, the County Council will use the new guidance the Government is expected to issue shortly in developing a new speed management strategy. 2. Noted. As explained in Policy RS20 of the Road Safety Strategy, the County Council supports the Government's safety camera initiative. Paragraph 2.3.60 states that partnerships are only allowed to take part in the scheme if they abide by the rules and guidelines updated annually by the Department for Transport. The rules include criteria for new safety cameras. The site in question does not at present meet the criteria for a fixed camera to be installed.
R073	W. Eastop	-	01/12/05	Letter	Objects to the proposal for the Stratford Western Relief Road on a number of grounds.	Please see response to R043.
R074	Sarah Montgomery	Warwick Castle	01/12/05	Letter	1. Welcomes the measures identified in the Plan to improve public transport, reduce dependency on the car and improve road safety. 2. Notes the recognition that the LTP gives to the importance of tourism to Warwickshire and the benefits that Warwick Castle brings to businesses in Warwick. Suggests that visitors to the Castle have a set of unique of transport requirements compared to commuters, and that the availability, reliability and cost of public transport (particularly at weekends) prohibits its use by visitors to the Castle. 3. Outlines the contribution that the Castle makes to reducing congestion in the town, in terms of high car occupancy, linked trips,	1. Noted. 2. Noted. The Public Transport Strategy aims to improve bus and rail services within the County for both residents and visitors. This includes an intention to improve the frequency of services in evenings and on Sundays. 3. Noted. The Castle's views will be valuable in developing future transport proposals during the life of this LTP through the Warwick Town Centre Forum. 4. Noted. The castle should be reassured that the County Council is working with the Highways Agency to identify improvements to the strategic road network that will benefit Warwick and address congestion and safety issues, particularly at M40 Junction 15. 5. Noted. This approach is addressed in the

| | | | | | significant access by coach, and measures to encourage access by bus and rail.
4. Suggests that the growth in traffic in Warwick over the last four years cannot be attributed to visitors to the Castle, as numbers have not substantially increased over that period. Would welcome nonetheless improvements to highway infrastructure, in particular the links to the strategic network at the M40.
5. Suggests that future changes to town centre parking in Warwick should concentrate on discouraging their use by regular commuters to ensure that spaces are available for visitors.
6. Suggests that the use of Park and Ride is not appropriate for visitors to the Castle and the town, as the addition of delay and uncertainty into the total journey experience will deter visitors. Park and Ride should be designed to provide long term parking for commuters to ensure that parking spaces in the town centre are available for visitors.
7. Notwithstanding these comments, suggests that the Park and Ride site location will only serve commuters and visitors from Junction 13 of the M40, and will not provide a suitable facility from other directions.
8. Welcomes the initiative to improve facilities within market towns and specific leisure attractions, and would like to see improvements to pedestrian signage in the town centre. Requests that Warwick be added to the list of locations in the Walking Strategy where improvements will be made.
9. Suggests that any bus shuttle provided between Warwick and Stratford will not be well used due to users requiring access to a | LTP Parking Strategy.
6 and 7. Noted, however, parking provided to serve those travelling from the south and west to Warwick and Leamington will reduce pressure for parking in the town centre, providing additional capacity for those travelling from other directions.
8. The Walking Strategy focuses on encouraging more walking in the main towns. Warwick is therefore one of the locations where pedestrian improvements will be prioritised.
9. Noted. The principal aim of the shuttle service would be to provide a sustainable alternative to the car for tourists visiting both Stratford and Warwick. |

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					car for their further destinations. Any efforts to provide such a facility should concentrate on commuter traffic, which has the largest impact on peak period congestion.	
R075	Cllr Appleton	-	04/12/05	E-mail	1. Suggests that the Southam area is not covered in sufficient detail in the LTP. Requests that the LTP makes more reference to the economic interactivity of the area with Northampton, Daventry and Banbury. 2. Suggests the LTP should identify the rail link to Rugby, and the need for greater collaboration with Oxfordshire and Northamptonshire over cross-boundary rural bus services.	1. Noted. Appropriate text has been included in the LTP. 2. Noted. Appropriate text has been included in the LTP.
R076	Robert Nash	The Town Council of Royal Leamington Spa	05/12/05	Letter	1. Welcomes the priorities set out in the LTP, and consider it to be a very positive and consistent strategy. 2. Raises concerns over the air quality issues at Bath Street/Clemens Street, and requests what specific measures are proposed to address the problem. 3. Notes the recent incidents that have occurred on the A452 near to Victoria Park, and ask that further traffic speed reduction measures be considered in addition to the recent implementation of an advance warning sign. 4. Suggests that the LTP does not promote sufficient priority towards the proposed Park and Ride scheme for Warwick and Leamington Spa, and request that greater emphasis be placed upon it. Also requests that full consultation take place with the public and other interested to determine the most effective and suitable location for the Park and Ride scheme. 5. Endorses the general strategy of promoting the use of public transport, and	1. Your support is noted and appreciated. 2. Work is currently being undertaken by consultants acting on behalf of the County Council to identify what measures are required to bring air quality levels in existing Air Quality Management Areas within an acceptable standard. Once this work is completed, it will be used as an input to the Final LTP. 3. Noted. As stated in paragraph 2.3.61 of the LTP, the County Council will use the new guidance the Government is expected to issue shortly in developing a new speed management strategy. 4. Noted. Full consultation would be carried out on the detailed development of any Park and Ride site. A case has been made to Warwick District Council that a site to the south which serves both towns would provide the most transport benefits and this has been accepted in their 2nd deposit draft Local Plan. This case was supported by a series of 3 independent reports from consultants which progressively narrowed down the site selection from a broad range of sites located around both towns, to a single site

					cites the success of the Route 66 bus service of efficient public transport. Suggests that the expansion of Sunday bus services would further promote this as a viable alternative to the car.	to serve both towns. Such a site gains operational benefits from being able to serve both towns from a single facility. The use of a single site also helps support the business case for park and ride in the area. 5. Noted. Sunday services on Route 66 are due to be increased from hourly to half hourly with effect from January 2006.
R077	Colin Staves	Stratford District Council (on behalf of the Avon Area Community Committee)	13/12/05	Letter	1. The Committee concurred with the District Council's Executive Committee (see consultation R032). 2. Raised concern over the considerable increase in traffic using the B4632, which is believed to have occurred as a result of the Bridgetown development, the opening of the Southern Relief Road Eastern Extension, and movements in relation to the former MOD site at Long Marston. 3. Raised concern over the lack of an overall solution to traffic problems in the area, and the lack of a strategy in the LTP to address the problems. 4. Noted that there is no formal mechanism for referring adopted Parish Plans to the County Council, as they often make reference to traffic and transport matters. 5. Requested that the County Council be invited to attend a special meeting to discuss the overall strategy for managing transport and traffic in the area, and the proposals for the rural areas covered by the Committee	1. Noted. See R032 above. 2. The County Council continuously monitor traffic at a number of sites around Stratford, including the B4632 near Clifford Chambers. Data from these counts suggests that in line with the trend across the town, traffic has risen over the last 10 years on this route. However, since the Southern Relief Road Eastern Extension was opened in 2003, traffic on the B4632 has in fact slightly declined. 3. Within the funds available to the County Council through the LTP process, there are insufficient resources to fully address all of the shortfalls in the transport network of the County. The LTP aims to deliver a more efficient transport system through the way in which it is managed, whilst at the same time trying to provide sustainable transport provision to offer an alternative to the car. The various mode and delivery strategies, along with the geographic sections of the Plan that cover Stratford District (Southern and Western Warwickshire) set out the County Council's strategies to address transport problems in this part of Warwickshire. 4. Officers from the District Council have been asked to address this issue, in conjunction with representatives from the County Council's Department of Planning, Transport and Economic Strategy Department.
R078	Andrew A G Grant	Wolfhampcote Parish Council	16/12/05	Letter	1. Suggests that the Southam Shuttle bus service is a waste of public funds, and is	1. The primary purpose of the Southam Shuttle is to open up journey opportunities from the

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					poorly used by local people. Suggests that this is due to the majority of people in Flecknoe wanting to travel to Rugby or Daventry rather than Southam. Requests that the bus be rerouted to serve Daventry. 2. Requests that a bus timetable be provided near to the bus stop in Flecknoe.	surrounding villages. Improved access to Southam supports its role as an important market town, and opens up longer journey opportunities (albeit via a change of bus) to Rugby and Leamington Spa. 2. Noted. This request will be passed on to the County Council's Public Transport Operations group.

Warwickshire
County Council

Cabinet 23rd February 2006

Warwickshire Final Local Transport Plan 2006

Results of Public Consultation

LTP Consultees

The table below provides a list of all bodies and organisations who have been consulted throughout the development of the LTP.

ASK (A Station for Kenilworth)	Government Office for the West Midlands
Action 21	Guide Dogs for the Blind Association
Advantage West Midlands	Heart of England Tourist Board
Arriva Midlands	Highways Agency
Barford Residents Association	JobcentrePlus
Birmingham City Council	Johnson's Coaches
British Waterways	Leamington Society
Central Trains	Learning and Skills Council
Centro (West Midlands Passenger Transport Executive)	Leicestershire County Council Living Streets
CEPOG (West Midlands Chief Engineers and Planning Officers Group)	Mid-Warwickshire Chamber of Commerce
	Mike De Courcy Coaches
Chiltern Railways	Motorcycle Action Group
CLARA (Central Leamington Residents' Association)	Network Rail Midlands
	North Warwickshire Borough Council
Connexions	North Warwickshire PCT
Council of Disabled People	Northamptonshire County Council
Countryside Agency	Nuneaton & Bedworth Borough Council
Coventry & Warwickshire Chamber of Commerce	Nuneaton & Bedworth Pedals
	Oxfordshire County Council
Coventry & Warwickshire Partnership	Railfuture Midlands
Coventry & Warwickshire Learning and Skills Council	Ramblers Association (Warwickshire)
	Road Haulage Association
Coventry City Council	Royal Leamington Spa Chamber of Trade
CPRE	Rugby Borough Council
CTC Warwickshire	Rugby Civic Society
Community Volunteer Service	Rugby Cycle Forum
English Heritage	Rugby Primary Care Trust
Environment Agency	Rugby Rail Users Group
First Wyvern	Rugby Town Centre Company
Freight Transport Association	Rural Transport Partnership
Friends of the Earth	SALRUA
Geoff Amos Coaches	Shakespeare Line Promotion Group
Gloucestershire County Council	Solihull Metropolitan Borough Council

Warwickshire County Council

LTP Consultees (continued)

South Warwickshire Primary Care Trust	Warwick District Council
South Warwickshire Tourism Ltd	Warwick District Cycle Forum
Staffordshire County Council	Warwick Society
Stagecoach in Warwickshire	Warwick Town Centre Business Group
Stratford Blue	University & Kenilworth Station Campaigners
Stratford College	Warwickshire Ambulance Service
Stratford Cycle Forum	Warwickshire College
Stratford on Avon District Council	Warwickshire County Council
Stratford Society	Warwickshire Fire and Rescue Service
Stratford Town Management Partnership	Warwickshire Freight Quality Partnership
Sustrans	Warwickshire MPs and MEPs
The National Federation of Bus Users	Warwickshire Parish Councils
Transport 2000	Warwickshire Police Road Safety Unit
Travel West Midlands	Warwickshire Powered Two Wheeler Users Forum
University & Kenilworth Station Campaigners	Warwickshire Rural Community Council
Upper Avon Navigation Trust	Worcestershire County Council
Virgin Trains	
Warwick Business Forum	
Warwick Castle	

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1 Contents

Background Information

Foreword by Councillor Martin Heatley

This is the second Local Transport Plan for Warwickshire, and aims to build on the successes that have been achieved over the last five years by the County Council and its stakeholders.

While significant progress has been made, there is still much to be done. The problems that we face in planning for, and managing transport are unlikely to get better without the continued development of an integrated transport system that meets the needs of both residents and visitors to our County. We must also continue to invest in the maintenance of Warwickshire's transport asset, to ensure that the network operates efficiently and safely.

The County Council is fully committed to helping deliver the Shared Priorities for Transport, which were agreed by Central Government and the Local Government Association in 2002. These aim to improve accessibility, reduce congestion, improve air quality, and make roads safer. We recognise that all of these factors contribute towards improving peoples' lives, and to our overall aim to make Warwickshire 'the best place to live and work'.

We cannot achieve this aim on our own. Continued work with our partners is vital to the implementation of this Plan. Its success also requires the support of the people of Warwickshire. We have used the Provisional Local Transport Plan to conduct an extensive consultation on our proposals for transport in the County over the next five years. The results of this exercise have been vital to informing the preparation of the Final version of the Local Transport Plan.

Thank you for helping shape this Plan. We look forward to continuing to work for you now and in the future.

Martin Heatley

Warwickshire County Councillor

Cabinet Portfolio Holder (Environment, Transport and Rural Affairs)

J DEEGAN BA MSC DIP TP MCIT MRTPI

DIRECTOR OF PLANNING, TRANSPORT & ECONOMIC STRATEGY

1 Part 1 - Context and Background

Introduction

The Local Transport Plan Process

This is the second Local Transport Plan (LTP) for Warwickshire, and provides details of how the County Council and its partners intend to improve transport and accessibility over the next five years. The document also begins to set out the types of improvements that will be needed over the next 15-20 years to deliver the quality of life that the County Council would like to see for all its citizens.

In July 2000, the County Council submitted its first full LTP. The Plan was put together following the publication of the 1998 Government White Paper on the future of transport, 'A New Deal for Transport: Better for Everyone'. The White Paper was designed to create a better, more integrated transport system both nationally, and at a local level. The Government has since reiterated these messages in the 10-Year Transport Plan issued in 2000, and more recently the 2004 White Paper 'The Future of Transport'.

The first LTP covered a period of five years from 2000 to 2005. The Plan has been thoroughly reviewed to incorporate recent changes to national, regional and local policy and in particular the Government's four Shared Priorities for Transport.

This document is the **Final** Local Transport Plan 2006/2011. A **Provisional** Local Transport Plan was submitted to the Government in July 2005.

Progress to Date

In line with Government requirements, the County Council has submitted an Annual Progress Report (APR) for each of the five years of the first LTP. This has set out the progress that the County Council has made in conjunction with its partners in implementing the measures promoted in the Plan, and the impact these measures have had on meeting agreed targets.

Details of the County Council's achievements over the last five years can be found in the Delivery Report published alongside this LTP. The Department for Transport (DfT) has commended the County Council for making significant progress in the following areas:

- Local safety improvements, resulting in a reduction in the severity and occurrence of casualties on the highway network;
- Improvements to walking and cycling facilities;
- Implementation of a rolling programme of Safer Routes to School;
- Provision of improved bus services through the purchase of new vehicles to operate County Council tendered services (including school services and services in the rural areas of Warwickshire);
- Provision of better multi-modal facilities at interchanges at a number of locations across the County;
- Traffic management measures to address local and area-wide issues;
- Better facilities for people with a physical, mental or sensory impairment; and
- A rolling programme of road and bridge maintenance across the County.

The proposals contained within this LTP aim to build on these successes and deliver further improvements across the County.

Warwickshire County Council's second Green Transport Plan is being implemented. The Council will continue to lead the way with sustainable travel initiatives in order to show what can be achieved and set an example to other organisations.

Stakeholder Consultation

The first Warwickshire LTP followed an extensive review of the County Council's Transport Strategy during 1998/99, and a major consensus building consultation exercise with a wide range of stakeholders. This approach aimed to break free from traditional consultation exercises, and to ensure that the LTP had a wider ownership across the whole community. Special efforts were made to target a number of groups within the community who may otherwise have been under represented in the process, including ethnic minorities, young people and the elderly. This exercise had a major effect on the content of the first LTP, both in terms of agreeing the principal objectives and targets, and identifying support for the various measures that were to be taken forward over the period of the Plan.

The County Council has continued to consult on the development and implementation of the LTP throughout the last five years. More recently, specific work has been undertaken with the LTP Wider Reference Group and the County Council's Local Strategic Partnership (LSP) Transport Theme Group to assist the development of the LTP. The five District/Borough Councils in Warwickshire have also provided valuable input to the Plan.

Part 1 - Context and Background **1**

This new LTP has been put together as a development of the original LTP submission. Through early consultation with key stakeholders, it became apparent that a fundamental review of the Transport Strategy and the main objectives, targets and policies in the LTP was not required for the new Plan. However, there was a clear recognition of the need to respond to new and emerging policies and priorities at a national, regional and local level.

The Provisional LTP was used as a tool for an extensive public consultation exercise during Autumn 2005, which formed a key input to the development of the Final LTP.

Full details of the consultations carried out are provided in Annex 1.

Evidence and Analysis

In addition to the input from stakeholders, a wide range of other evidence has shaped the Local Transport Plan. This has been used to provide a factual foundation from which the strategies and policies in the plan have been developed.

Census data has provided information on the existing situation and background trends in population, migration, travel patterns, prosperity and deprivation, employment and car ownership. This was supported by material from various other sources including Department fro Transport, the Office for National Statistics, the County Surveyors Society and the County Council's own Research Department.

Transport modelling is carried out to provide background data and to help test and develop schemes. Each major town/urban areas is covered by one of the County's own traffic models which are supported by a programme of regular traffic surveys and cordon counts.   In addition, congestion monitoring has been carried out in Warwickshire's main towns each year for the last seven years by carrying out repeated timed journeys on set routes.

The County Council is in the process of moving from QVIEW models to PARAMICS and employs modelling techniques develop and test numerous transport improvement schemes. For example, a PARAMICS traffic model was used to help inform the best location of a Park and Ride site to serve both Warwick and Leamington Spa.

The Council also has access to wider area models such as the West Midlands PRISM model and has used a SATURN model in partnership with the Highways Agency to develop proposals for interim and major improvements to Junction 15 of the M40 and the immediate area.

 A range of assessment software such as ARCADY, PICADY, LINSIG, TRANSYT, and so are are employed to develop and design local highway improvements.

The DfT's Accession accessibility modelling tool likely to evolve into a key instrument for helping to develop policy and guide schemes during the lifetime of the LTP. Warwickshire County Council has established a team to drive forward utilisation of the software.

Warwickshire County Council, by itself or in conjunction with other interested parties, carries out, commissions or employs studies and research assignments that are used to inform scheme and policy development. Key projects of this nature that have supported the development of this LTP includes transport studies such as the North/South Corridor Public Transport Options Study and the Coventry/Solihull/Warwickshire Transportation and Regeneration Study, as well as work to assess the effectiveness of policies and schemes in LTP1. 'Smarter Choices' and other studies of 'soft' transport interventions have helped to inform the development of similar measures in Warwickshire.

A key purpose of both the studies and transport modelling is to allow a range of options to be developed, tested and assessed. In this way a scheme, strategy or policy is derived initially from the evidence and then the most appropriate solution can be selected from a number of tested alternatives.

Full details of the main studies that have contributed to this LTP are provided in Annex 1. The application of evidence to specific localities is provided in the Area Chapters.

Layout of the LTP

Part 1 of the document contains the context and background. It describes the LTP process, our priorities, principles and objectives, the key issues facing the county and our plans for the future. It also contains a full set of tables illustrating our targets and monitoring arrangements.

Our core strategies are provided in Part 2, in the form of four objective sections that relate to the Shared Priorities. There is an overview of statutory requirements.

1 Part 1 - Context and Background

Details of how the LTP relates to the geographical areas of the county are contained in Part 3. The strategy for the delivery is described in Part 4.

Annex 1, which is bound as part of the main document, shows how the LTP sits within the national, regional and local policy environments and describes the various studies that have informed the plan. It also contains details of consultation and the report of the Strategic Environmental Assessment of the LTP.

Full versions of all the County Council's individual transport mode and delivery strategies are provided in Annex 2, a separate, stand-alone document that forms part of the LTP.

A copy of the LTP complete with Annexes is available on the County Council website: www.warwickshire.gov.uk

Part 1 - Context and Background 1

Priorities, Principles and Objectives

The Shared Priorities

In 2002, the Government and the Local Government Association (LGA) agreed a set of seven Shared Priorities for Local Government. These are:

1. Raising standards across schools;
2. Improving the quality of life of children, young people, families at risk and older people;
3. Promoting healthier communities by targeting key local services, such as health and housing;
4. Creating safer and stronger communities;
5. Transforming local environments;
6. **Meeting transport needs more effectively**; and
7. Promoting the economic vitality of localities.

Within Priority 6, the four Shared Priorities for Transport are:

- **Delivering accessibility;**
- **Tackling congestion;**
- **Better air quality; and**
- **Making roads safer.**

The aim of the Shared Priorities for Transport is to maximise the contribution of national policy objectives to the delivery of improvements to transport at a local level.

The emphasis in this LTP is therefore on the deliverability of these priorities throughout the lifetime of the Plan and beyond. Key to this process is the identification and agreement of appropriate local targets, and the delivery of a number of specific policy instruments and proposals.

The LTP has been developed within the national, regional and local policy environment and aims to be consistent with the wider framework. A full overview of the policy background is provided in Annex 1 of the LTP.

The Shared Priorities in Warwickshire

Warwickshire's transport priorities have been developed against the background of our wider priorities for the County:

- To achieve improvement for all, but with the fastest improvement for the most deprived;
- To ensure equality of opportunity for all; and,
- To pursue sustainability by taking into account the needs of future generations in our planning.

The four Shared Priorities for Transport underpin all of the strategies, proposals and targets within this LTP. Of the four priorities, the County Council places the strongest emphasis on addressing issues of accessibility, and continuing to make roads safer. However, as pressure on the transport networks of the urban areas of Warwickshire increases, we recognise the need to address issues of congestion and air quality.

Within each category, our top priorities are:

- *Accessibility:* to improve accessibility to health and educational facilities
- *Road Safety:* to maintain a special focus on improving road safety for children, particularly in disadvantaged areas.
- *Congestion:* discouraging traffic growth during peak periods in urban areas.
- *Air Quality:* firstly, to tackle the declared AQMAs and secondly, to prevent any more being declared.

The Vision for Warwickshire

The vision for Warwickshire as set out in the County Council's Corporate Business Plan for 2005-2008 is:

We aim to make Warwickshire the best place to live and work

The five objectives to deliver this vision are:

- To promote lifelong learning and personal development;
- To promote the health and social care of our citizens;
- To improve the environment;

1 Part 1 - Context and Background

- To reduce crime and improve the safety of the community; and
- To develop and maintain a vibrant local economy which promotes employment and prosperity for all.

The LTP is underpinned by the need to address these objectives by improvements to transport and accessibility throughout Warwickshire.

Picture 1.1 Our Vision: 'making Warwickshire the best place to live and work'

Overarching Principles

Four overarching principles support the strategies and policies articulated in the LTP. **Best Value, community involvement, integration and partnerships** are fundamental values that underpin the County Council's work.

The County Council continues to strive towards achieving **Best Value** in the provision of all its services to the people of Warwickshire. Throughout the period of the first LTP, our approach in respect of Best Value has been to lead rather than follow and this second LTP aims to continue with this goal, and to ensure that the County Council delivers its services to clear standards in terms of both cost and quality.

The County Council is committed to **community involvement** of a wide range of stakeholders and the general public in the ongoing review of the LTP. We have continued to consult widely in relation to the regular monitoring and review of the LTP in line with Government guidelines; the preparation of this LTP to cover the period 2006/7-2010/11; and, the ongoing implementation of the measures set out in the LTP.

Government policy is clear in relation to the need to improve the **integration** of transport at both policy planning and implementation level. The County Council intends to pursue an integrated transport system through:

- The integration of transport and land use planning, particularly to reduce reliance on the private car;
- The integration of transport with other areas of social, economic and environmental planning, for example health and education;
- The integration of different modes of transport, through, for example, improvements to interchange facilities; and,
- The integration of the County's transport network with the transport networks of the adjacent transport authorities.

Achieving the objectives of this Plan requires the **partnership** and co-ordination of many organisations working together including:

- Various departments within Warwickshire County Council and the five District/Borough Councils in Warwickshire, (both in their role as Local Planning Authority, and their statutory transport responsibilities) to ensure a seamless delivery across all of local government;
- The Department for Transport and the Government Office for the West Midlands;
- Local health care providers;
- The adjoining Unitary, Shire County, and District/Borough Councils, in order to ensure consistency with Regional Spatial Strategy, Development Plans and cross-boundary issues;
- The Highways Agency, particularly as Warwickshire road network contains a high proportion of motorways and truck roads;

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- The Strategic Rail Authority (and its successor), Network Rail, passenger and freight operators; and
- Other organisations involved in the provision of transport, for example, airport operators, key bus operators such Stagecoach, and Sustrans.

LTP Objectives

The County Council has based its second LTP submission around the core elements of the strategy used in the first LTP, which in turn, reflected the County's earlier strategy document, 'A Better Way to Go' (see Background Information box below).   Thus the strategy put forward in this LTP is consistent with that which has gone before but has been further developed so that it reflects the Shared Priorities for Transport.   The objectives of the LTP are:

1. To improve accessibility to the transport system in order to promote a fairer, more inclusive society;

Lack of access to transport and problems of social exclusion are experienced throughout Warwickshire due to a combination of:

- A lack of transport provision;
- The location of services and facilities;
- Difficulties accessing and using the transport network;
- The cost of transport; and
- Concerns about personal security.

These problems tend to be worse in rural areas, although some urban parts of the County are also affected. Certain groups in society, particularly women, children, people from ethnic minorities, older people and all those who do not have access to a car, experience the difficulties disproportionately.

Opportunities exist to tackle problems of poor accessibility and social exclusion through a range of measures and from a number of different agencies. Improved public transport provision will be a key element which can be dovetailed with less conventional forms of passenger transport such as taxi buses, community car schemes and Wheels to Work. Walking and cycling can offer an alternative for some shorter journeys.

The benefits of the Disability Discrimination Act will be felt across the County as new buses, coaches, trains and taxis, which are accessible to all potential users, are introduced into the system.

The County Council is carrying out an Equality Impact Assessment (EIA) in relation to its policies and procedures. This is to encourage continuous improvement in service delivery and employment practice, and to ensure that the local authority does not discriminate, and, where possible, promotes equality and diversity. There are three stages of an EIA. The first stage is the initial screening process and this has been carried out in relation to the policies contained in the LTP. This will be followed by a Partial Impact Assessment and where necessary a Full Impact Assessment. The Partial Impact Assessment builds on the initial assessment outline of risks and benefits and includes advice from experts and interested groups. A Full Impact Assessment includes the result of external consultation, a final recommendation and arrangements for monitoring and evaluating the policy and its impacts on practice.

2. To seek a transport system which will promote full employment and a strong, sustainable local and sub-regional economy;

Difficulties of accessibility can be a barrier to people obtaining training and employment opportunities with a consequent economic effect. The other key issue is traffic congestion, which can seriously restrain people travelling to and from work (and seeking work), people wanting to access goods and services, and the movement of goods and freight.

Opportunities to address congestion problems have been identified within the County's Congestion Strategy. These include public transport enhancements such as the Major Schemes planned for Leamington Spa/Warwick (SPARK) and the North/South Corridor, Park and Ride facilities for Stratford-upon-Avon and Warwick/Leamington Spa, small scale capacity enhancements at key junctions, further Safer Routes to Schools schemes and further walking and cycling facilities.

3. To reduce the impact of transport on the environment;

Warwickshire has a rich cultural heritage and pleasant environment. Traffic and transport has the potential to damage the environment, in both the urban and rural areas. The majority of urban centres have important routes running through them and towns such as Warwick and Stratford-upon-Avon have historic central streets that are unsuitable for high levels of traffic.

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Traffic can also impact adversely on residential areas, through 'rat running' to avoid particular intersections or congestion hotspots and due to overspill parking for town centres or industrial areas.

Despite having much lower population densities, traffic still affects the smaller towns, villages and rural areas of the County. Typical problems include inappropriate use of certain roads, particularly by heavy goods vehicles.

Problems will be dealt with where specific issues exist across the county by better management of the road network and measures such as route management for HGVs, traffic calming and Residents' Parking Schemes. Actions to influence the way in which people make travel decisions, enhanced public transport and improved walking and cycling facilities can all help.

In order to reduce the environmental impact of traffic in villages, we will continue to progress the systematic review of speed limits in villages. The review will work alphanumerically through the rural road network. The review of A roads is complete. Currently villages on B roads are being reviewed, with C and D roads to follow. The review aims to provide 30 mph limits in villages where this can be achieved in accordance with the County Council's speed limit policy. Engineering measures will be employed where necessary to help reduce speeds to levels appropriate for a lower speed limit.

In order to reduce the environmental impact of traffic in towns a strategic initiative for reviewing speed limits on the main road network of urban areas will be developed. This will have a particular emphasis on achieving workable 30 mph limits on roads that currently have 40 mph limits. As lower speed limits need to be self-enforcing, and as many of the roads have characteristics which encourage speeds much higher than 30 mph, it is anticipated that engineering measures will be needed to reduce speeds. It is intended that the focus should move from the Village Speed Review to the urban areas when the Village Review reaches its conclusion towards the end of this Local Transport Plan.

 4. To improve the environment and safety of people when they are using the transport system;

In 2004, there were nearly 3,000 personal injuries recorded on Warwickshire's roads. Forty nine people were killed. Whilst the County Council has made significant progress with casualty reduction during recent years, there is still further work to be done.

The long-term campaign against drink driving has reduced the number of people killed or seriously injured in such accidents by about two-thirds since the early 1980's. On the other hand the number of casualties where excessive speed was a contributor did not change significantly in the 1980's and 1990's. In contrast to other road users, the number of motorcyclists killed and seriously injured is now greater than in the mid 1990's. Warwickshire's Road Safety Strategy aims to continue to reduce casualties through a combination of measures.

Fear of becoming a victim of crime can lead to people changing their behaviour to reduce perceived levels of risk. In transport, this tends to relate to concerns over the use of public transport, particularly in evenings; allowing children to walk or cycle to school; and walking through urban areas at night. These issues are addressed through the Public Transport Strategies by measures such as Passenger Help Points, CCTV, security lighting and enhanced pedestrian environment.

5. To encourage the integration of transport, both in terms of policy planning and the physical interchange of modes.

There are a number of barriers to integration. These include a lack of through-ticketing opportunities; the lack of an integrated timetable for public transport services; a lack of appropriate interchange facilities at key locations; and poor integration of policy.

All of these are being addressed by policies in Warwickshire's first LTP and the opportunity exists to carry these initiatives forward. This LTP submission is itself a key tool for improving policy integration by setting a wider framework that encompasses the whole of local government.

LTP objectives and the Shared Priorities

The five LTP objectives are consistent with the Shared Priorities for Transport, thus:

- Delivering accessibility (LTP objectives 1, 2, 4 and 5);
- Tackling congestion (LTP objectives 2 and 3);
- Improving air quality (LTP objective 3); and
- Making roads safer (LTP objective 4).

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Background Information

The County Council's Transport Strategy – 'A Better Way to Go'

During 1998/99, the County Council embarked on a fundamental review of its Transport Strategy. The review formed a key input to the County Council's Provisional and Full LTP submissions in 1999 and 2000 respectively. In preparing this second Local Transport Plan for Warwickshire, the County Council has reviewed the Strategy to ensure that it is consistent with current National, Regional and Local policy. We believe that it still accords with the current wider policy context, not least in terms of the four transport shared priorities.

The Strategy, entitled ***'A Better Way to Go'*** *, is set within the vision for Warwickshire, and played a defining role in the identification of the five LTP objectives.*

The Strategy identified the need to tackle the following issues in working towards the vision:

- *The need to tackle the exclusion suffered by those who find difficulties using the existing transport system;*
- *The growing problem of congestion, particularly at peak travel periods;*
- *The need to improve the environment and vitality of the town centres within the County;*
- *The impact of vehicles on other environmentally sensitive areas;*
- *The conflict between the needs of industry and commerce to transport freight and the environmental problems that can result; and*
- *The actual and perceived dangers suffered by users of the transport network.*

The Strategy sets out the key areas where action is required to address these issues:

(1) The County Council will seek to tackle the ***exclusion*** *suffered by those who find difficulties using the existing transport system by promoting more affordable and accessible transport.*

(2) The County Council will seek to tackle the growing problem of congestion by:

- *Endeavouring to provide* ***more choice*** *for travellers to reduce the current dependence on the car, improving alternative means of access and improving integration within and between different types of transport; and*
- *Within the requirement to provide more choice, endeavouring to* ***improve the efficiency*** *of the transport network through better management.*

(3) The County Council will seek to tackle the need to improve the environment and vitality of ***town centres*** *by making them more accessible while reducing the impact of traffic passing through.*

(4) The County Council will seek to tackle the impact of vehicles on other ***environmentally sensitive areas*** *such as conservation areas and residential areas by reducing the speed, volume, noise and emissions of vehicles in those areas.*

(5) The County Council will seek to tackle the conflict between the needs of industry and commerce to transport ***freight*** *and the environmental problems that result by seeking to help industry and commerce develop sustainable distribution systems that promote economic growth while reducing environmental damage.*

(6) The County Council will seek to improve the ***safety*** *of travellers by reducing the actual number and severity of accidents as well as reducing the fear of accidents and crime, giving priority to reducing the fear of accidents and crime by pedestrians, cyclists and public transport users.*

(7) The County Council will build and extend ***partnerships*** *with other local authorities, with transport operators and freight companies to improve the provision and operation of transport services for Warwickshire.*

(8) The County Council will seek to improve ***information and awareness*** *of the impacts of different ways of travelling to increase recognition among people that there is a need to reduce the impacts of car use.*

(9) As an 'Excellent' Authority, the County Council will seek to achieve ***continuous improvement*** *in the cost, quality and delivery of local transport services.*

1 Part 1 - Context and Background

The County of Warwickshire

Warwickshire and the Region

Warwickshire lies to the south and east of the West Midlands conurbation, and has strong links with Coventry, Solihull and Birmingham. The County forms the gateway from the West Midlands to a number of other prosperous and key growth areas within the UK, as well as Europe and beyond.

Despite the focus of population within the main towns and settlements of the County, a significant part of Warwickshire is rural in nature. The movement away from the provision of services in small towns and villages, along with the centralisation of key facilities such as health-care, has resulted in low levels of accessibility by modes other than the car.

Although having a mix of urban and rural characteristics Warwickshire's location in the centre of the country astride key strategic routes, means that it cannot be considered as having the typical characteristics of a shire authority that may be found elsewhere within the UK.

Warwickshire comprises five District/Borough areas:

- North Warwickshire Borough;
- Nuneaton and Bedworth Borough;
- Rugby Borough;
- Warwick District; and
- Stratford-on-Avon District.

The administrative areas of Warwickshire and the surrounding counties are shown in Figure 1.1.
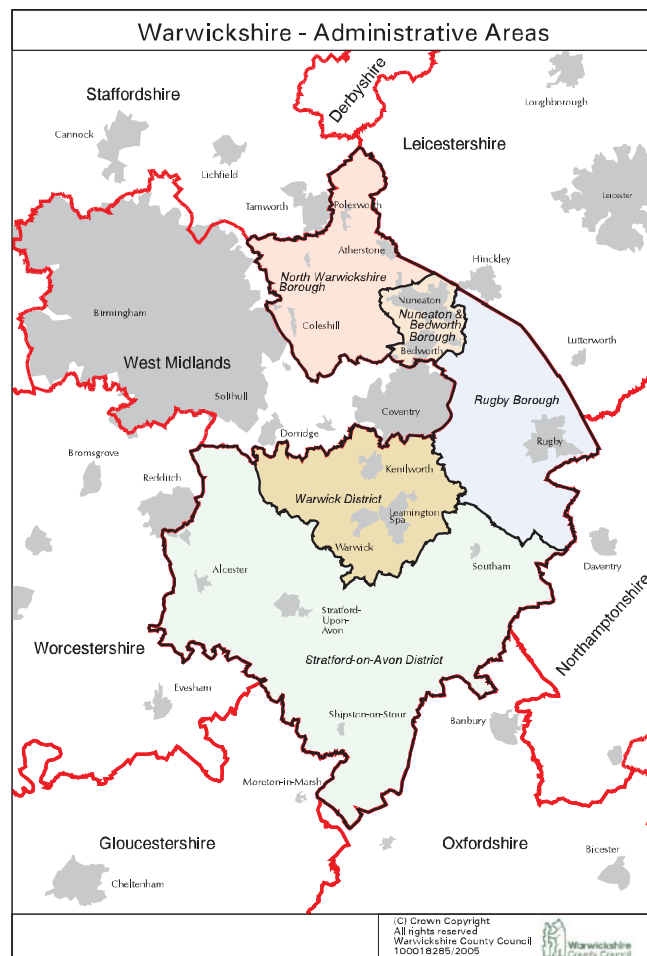
Figure 1.1 Warwickshire Administrative Areas

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It is more appropriate, however, to consider the County in terms of the predominant travel movements and local characteristics, rather than administrative boundaries, and therefore the LTP uses seven areas as follows:

- The North/South Corridor that encompasses the strategic travel movements between Nuneaton, Bedworth, Coventry, Kenilworth, Leamington Spa and Warwick;
- Northern Warwickshire, comprising Atherstone, Polesworth, Coleshill and their rural hinterland;
- The urban areas of Nuneaton and Bedworth;
- Eastern Warwickshire, comprising the urban area of Rugby and its large rural hinterland to the west and north;
- The urban areas of Warwick, Leamington Spa, Kenilworth and Whitnash, along with the market town of Southam;
- Southern Warwickshire, comprising the urban area of Stratford-upon-Avon and its rural hinterland; and,
- Western Warwickshire, incorporating Alcester, Studley and Henley-in-Arden.

The travel areas are illustrated in Figure xxx in Part 3 of the LTP.

The Regional and Sub-Regional Context

The regional policy framework is provided by the *Regional Spatial Strategy (RSS11)*, the *West Midlands Economic Strategy* and the *Regional Transport Strategy*, which is contained within RSS. Policy T12 sets out the regional transport priorities that have been identified as necessary to deliver the RSS. The *West Midlands Economic Strategy*, *Delivering Advantage* is consistent with RSS. Its approach to transport is based on supporting implementation of the RTS and requiring regional partners to focus on delivering all elements of the plan for investment and to take the lead on national, regional and local priorities.

The Coventry/Solihull/Warwickshire area is recognised within the Regional Spatial Strategy as a discrete sub-region within the West Midlands that provides a unique contribution towards the national and regional economy. The population of the sub-region, at just over a million people, represents 19% of the West Midlands Region. In terms of its location, size and socio-economic structure, Coventry lies at the centre of the sub-region, with Solihull to the west and Warwickshire to the north, east and south.

The Spatial Strategy identifies the need for Coventry to build upon its reputation as a forward-looking city, which, along with Solihull and Warwickshire, can help create an important growth engine for the Region and link to the economic growth of the South East and East Midlands regions. Over the last 35 years, the population of Coventry has fallen by 10% while over the same period, the population of Warwickshire, currently around 519,000, has shown an increase of 13.5%. This is about four times the rate of growth of the West Midlands region and England and Wales as a whole.

RSS states that major shire towns and locations beyond the major urban areas should continue to act as a focus for new investment to support wider regeneration and help to meet the economic, social and cultural needs of the surrounding areas. The historic heritage of Warwick and Leamington Spa are specifically identified, along with the continued development of Rugby where there is the potential and infrastructure to attract new investment. Rural renaissance, a priority in RSS, is particularly relevant to Warwickshire where some two thirds of the land area is rural in nature.

There are two important travel corridors: North/South linking Nuneaton, Bedworth, Coventry, Kenilworth, Warwick and Leamington Spa, and East/West linking Rugby, Coventry, Birmingham International Airport/National Exhibition Centre and Birmingham.

Whilst the sub-region retains its traditional links with manufacturing (particularly the motor industry), it has experienced a significant growth in the service sector economy over the last 20 years. Greater accessibility, partially as a result of the completion of the M40 in the early 1990's and the enhanced rail services between the West Midlands and London, has attracted jobs to the area. The need for a greater diversity to the economic base was highlighted during the Rover crisis in 2000 and the car manufacturing industry continues to face uncertainties. From this experience, a number of regeneration corridors and high technology clusters were identified across the West Midlands. Locally, these cover:

- The Coventry to Nuneaton Regeneration Corridor; and
- The Solihull/Coventry/Warwick High Technology triangle.

Sites for new industry and commerce are available within the sub-region. The establishment of employment opportunities at new developments and regeneration sites has implications for transport provision and therefore the three local authorities commissioned the Coventry, Solihull and Warwickshire Transportation and Regeneration Study, which has played a key role in informing the development of this LTP. Full details are given in the North/South Corridor Area chapter.

The combination of population growth and migration, changes to the economy, and the ongoing attraction of living and working in Warwickshire will clearly continue to provide challenges to provide the infrastructure and services necessary to sustain the well being of Warwickshire and the Sub-Region.

1 Part 1 - Context and Background

Meeting the aims and objectives of this LTP to provide an efficient and accessible transport system will make an important contribution to:

- Achieving the development of the West Midlands regional economy as a whole;
- Addressing the socio-economic problems of areas of the County and the Sub-Region in need of regeneration; and
- Relieving the pressures placed on the Sub-Region by further development.

Table 1.1 shows the role of the County Council in delivering the regional priorities for transport investment as set out in Policy T12 of the Regional Spatial Strategy (p*roposals that are not relevant to Warwickshire have been excluded from the table).*

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Scheme	Input of Warwickshire County Council
National and Regional Priorities	
A programme of measures aimed at achieving behavioural change, including travel awareness, walking/cycling networks, quality public transport and access to regeneration sites	Continuing support for the Travelwise Initiative. Promotion of School/Business Travel Plans. Promotion of Soft Factor Interventions. LTP proposals for improving walking, cycling and public transport. Implementation of the recommendations of the Coventry/Solihull/ Warwickshire Transportation and Regeneration Study to improve/support access to key regeneration corridors and sites.
West Coast Main Line Strategy	Supported by the County Council in principle, however some significant concerns over impacts on local passenger and freight services.
Upgrading rail freight routes to Felixstowe and Southampton	Supported by the County Council in principle.
M40 J15 Longbridge Improvement	Supported by the County Council in principle.
M42 Active Traffic Management Pilot	The County Council will monitor the impact of the pilot in conjunction with the Highways Agency prior to supporting the further development of ATM on other motorways.
M42 widening J3-7	The County Council reserve judgement on this scheme until analysis of the impact of ATM has been completed.
ATM for M5/M6/M42 motorway box	The County Council reserve judgement on this scheme until analysis of the impact of ATM has been completed.
A45/A46 Tollbar End Improvement	Supported by the County Council in principle.
Various route management strategies (RMS), including the A46	The RMS process is supported by the County Council in principle, subject to further consultation with the Highways Agency. Improvements to the A46 at Tollbar End (A46/A45), Longbridge (A46/M40) and Stratford - Alcester are supported in principle.
West Midlands Rail Short and Medium term capacity and performance enhancements	Support is subject to the extent to which the County Council's consultation responses to the West Midlands Route Utilisation Strategy and Regional Planning Assessment are incorporated in the final versions of both Plans.
Passenger capacity enhancement Birmingham New Street	Supported by the County Council in principle.
West Midlands Rail Strategy – long term capacity needs	Support is subject to the extent to which the County Council's consultation response to the Regional Planning Assessment is incorporated in the final Plan.
Local congestion charging studies	The County Council reserve view on this until completion of the study.
West to East Midlands MMS Recommendations	The County Council supports the recommendations of the study and is working towards the delivery of a number of the key proposals (e.g. Coleshill Parkway).
BIA, development of services and improved surface access, especially by public transport	The County Council supports the future expansion of BIA in principle, subject to the agreement of a revised Surface Access Strategy (incorporating the recommendations of the BIANCA Study), and suitable environmental mitigation measures relating to impacts on Warwickshire.
Sub-Regional Priorities within the MUAs	
Bus showcase/Quality bus network development	Supported by the County Council in principle where cross-boundary benefits are possible.
Strategic Park and Ride – other sites – Centro Study	The County Council is currently working with its rail industry partners to deliver Coleshill Parkway.
Improved access to regeneration sites	Implementation of the recommendations of the Coventry/Solihull/ Warwickshire Transportation and Regeneration Study to improve/support access to key regeneration corridors and sites.
Sub-Regional Priorities outside the MUAs	
Retention and development of local services, including links between Local Regeneration Areas and areas of opportunity	Implementation of the recommendations of the Coventry/Solihull/ Warwickshire Transportation and Regeneration Study to improve/support access to key regeneration corridors and sites.
Enhancement and development of rural public and community transport, particularly links between market towns and their hinterlands	LTP proposals for improving walking, cycling and public/community transport, particularly in the rural parts of the County and the market towns of Coleshill, Southam, Alcester and Shipston-on-Stour.
Development of improved road network management and prioritisation, including between nodes in High Technology Corridors	Implementation of the recommendations of the Coventry/Solihull/ Warwickshire Transportation and Regeneration Study to improve/support access to key regeneration corridors and sites.
Improved access to regeneration sites	Implementation of the recommendations of the Coventry/Solihull/ Warwickshire Transportation and Regeneration Study to improve/support access to key regeneration corridors and sites.

1 Part 1 - Context and Background

Table 1.1 Input of Warwickshire County Council to the regional priorities for transport investment

The Existing Transport Network

Air Transport

Birmingham International Airport (BIA) is located in Solihull Borough close to the County border and provides scheduled services to numerous British and European destinations, along with selected long-haul locations. It also serves a substantial network of holiday destinations. Low-cost carriers are flying an increasing number of routes.

Coventry Airport is considerably smaller than BIA and is used for domestic and European freight traffic, along with low-cost passenger services to a number of European destinations.

The Highway Network

The M1, M6, M40, M42, M45 and M69 motorways pass through the County, while key trunk routes include the A5, A14, A45, A46, A435 and A446. There are important motorway and trunk road interchanges at Longbridge (M40/A46/A425), Tollbar End (A45/A46) and M1 Junction 19 (M1/M6/A14). In addition, a comprehensive network of secondary routes serves local destinations. The A46 and A444 both act as key routes in the North-South Corridor and the A46 provides a strategic link between the East Midlands (M1/M69) and the South West (M5).

Other key routes in the County include:

- A452 between Kenilworth, Leamington Spa and the M40;
- A428 linking Coventry with Rugby;
- A45 between Coventry, Dunchurch and Daventry;
- A445 linking the Warwick/Leamington Spa area with Rugby;
- A425 linking Leamington Spa with Southam and Daventry;
- A429 linking Warwick with Moreton-in-Marsh and Cirencester;
- A426 between Southam, Rugby, the M6 and Leicester;
- A446 between the M6/M42 and the A38 (N);
- A422 between Stratford-upon-Avon and Banbury;
- A3400 between south east Birmingham, Stratford-upon-Avon and The Cotswolds;
- A4177 linking Warwick with Solihull; and
- A422 linking Stratford-upon-Avon with Alcester and Worcester.

The County's highway network is illustrated in Figure 1.2.

Detrunking

The following trunk routes have been proposed for detrunking by the Highways Agency:

- A38 from Minworth to Bassett's Pole;
- A446 from Packington Crossroads to Bassett's Pole; and
- A435 from the M42 (Junction 3) to the A46 at Alcester.

Under detrunking, the County Council would take over the responsibility for maintaining and improving these routes. Details of the County Council's position in relation to the proposals can be found in the Area Sections covering Northern Warwickshire (A38 and A446) and Western Warwickshire (A435) respectively.

1 Part 1 - Context and Background
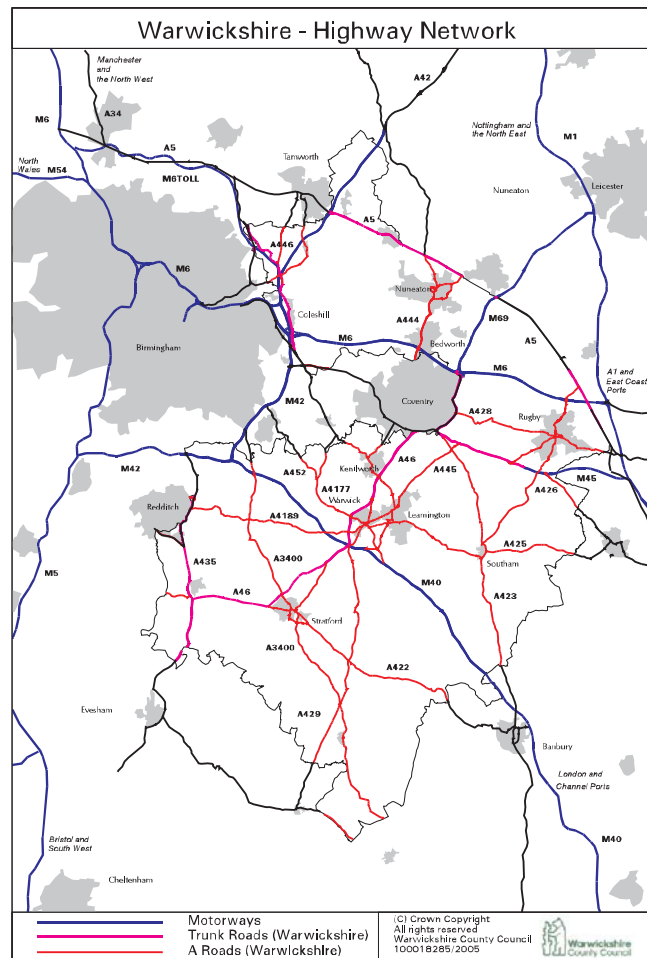
Figure 1.2 Warwickshire Highway Network

The Bus Network

A number of inter-urban movements in the County are served by bus, which are predominantly provided on a commercial basis by a variety of operators. There are bus services linking the urban areas in the North/South Corridor and separate services from Leamington Spa and Warwick allow through journeys to Stratford-upon-Avon, albeit with a change of bus.

Inter-urban bus services operate on the following main corridors:

- Coventry - Kenilworth - Leamington Spa - Warwick;
- Leamington Spa - Warwick - Stratford-upon-Avon;
- Birmingham - Birmingham International Airport - Coventry - Rugby;
- Rugby - Southam - Leamington Spa;
- Stratford-upon-Avon - Henley in Arden - Shirley - Birmingham;
- Tamworth - Atherstone - Nuneaton;
- Tamworth - Kingsbury - Birmingham;
- Coleshill - Water Orton - Birmingham;
- Leicester - Hinckley - Nuneaton - Bedworth - Coventry;
- Rugby - Daventry - Banbury;
- Stratford-upon-Avon - Evesham; and
- Alcester - Studley - Redditch.

In addition, there are also:

- Local services of varying quality and frequency operating within the main towns;

- Reasonably good bus services linking many of the smaller towns with the main urban areas; these also provide links with the villages and rural areas through which they pass; and

- Generally infrequent services in rural parts of the County, which are neither served by the inter-urban services nor the services linking the smaller towns with the main urban areas.

The County Council financially supports a number of these services, including evening and Sunday services.

Full details of the County Council's Bus Strategy can be found in Annex 2 of the LTP.

The Rail Network

Warwickshire has a mixture of inter-city, cross-country and local rail services that meet a variety of travel demands across the County.

Access to the West Coast Main Line (WCML) is provided at Coventry, Rugby and Nuneaton, with inter-city services to Birmingham New Street, London Euston and the north west of England. Local stopping services between Birmingham and Northampton also serve Coventry and Rugby. A local stopping service on the Trent Valley line between Nuneaton and Stafford serves Atherstone and Polesworth, albeit at a two-hourly frequency.

Services to London Marylebone and Birmingham Moor Street/Snow Hill are provided from Leamington Spa, Warwick, and Warwick Parkway. Direct services from Stratford-upon-Avon to London Paddington also call at Warwick and Leamington Spa.

As well as long distance services on the WCML, Nuneaton is served by services from Birmingham to East Midlands/East Anglia and local services from Coventry to Nuneaton via Bedworth. Water Orton is served by a number of services between Nuneaton and Birmingham.

Coventry and Leamington Spa are served by high frequency cross-country services between the South Coast, the Midlands and the North of England. These link into a UK-wide network of services at Birmingham New Street.

Although outside Warwickshire, the Cotswold Line between Oxford, Worcester, Malvern and Hereford provides an important link for residents in the south of the County. The nearest railway stations to Warwickshire on this line are Pershore, Evesham, Honeybourne and Moreton-in-Marsh. Peak and off-peak services to and from London Paddington are provided on this line.

In addition to the above, there are local stopping services between Leamington Spa and Birmingham Snow Hill, between Leamington Spa and Stratford-upon-Avon, and between Stratford-upon-Avon and Birmingham Snow Hill. Some services to Birmingham Snow Hill extend to Stourbridge, Kidderminster and Worcester.

A new railway station at Coleshill is due to open in 2006 and will be served by train services between Birmingham, Nuneaton and Leicester.

There are currently no through rail services in the North/South Corridor (including connection to Warwick and Stratford-upon-Avon), nor is there a rail station at Kenilworth.

Full details of the County Council's Rail Strategy can be found in Annex 2 of the LTP.

The Pedestrian Network

The following routes are available to and suitable for pedestrians:

- footways which are part of the vehicular highways;
- urban footpaths;
- urban and rural public rights of way - footpath, bridleways and byways; and,
- shared off-road pedestrian & cycle routes.

In addition, the following are provided by the County Council:

- Pedestrian priority areas, particularly within town centres;
- Pedestrian-only areas;
- Pedestrian signage; and
- Pedestrian crossings and footbridges.

The County Council's Walking Strategy can be found in Annex 2 of the LTP.

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The Cycling Network

The existing cycling network in Warwickshire is made up of a combination of highways, and facilities that have been provided in partnership by the County Council, the five District/Borough Councils and Sustrans (the promoters of the National Cycle Network). Within the wider highway network, routes particularly suitable for cyclists include:

- Some off-road cycle tracks;
- Bridleways and Byways Open to All Traffic (BOATs); and,
- minor vehicular roads.

Facilities provided specifically for cyclists include:

- On-road cycle lanes;
- Off-road cycle lanes (adjacent to the highway);
- Junction treatment and traffic management to make cycling safer, eg. advance cycle-stop lines;
- Permissive off-road cycle tracks such as Sustrans routes
- Signage for cyclists; and
- Secure cycle parking provision, particularly at public transport interchanges and within town and local centres.

The County Council's Cycle Strategy can be found in Annex 2 of the LTP.

Picture 1.2 Pedestrians in Warwick Town Centre

The Public Rights of Way Network

Warwickshire has a network of public rights of way extending to a total of 1,750 miles, made up as follows:

- 1442 miles of public footpath, available for the public to use on foot;
- 303 miles of public bridleway, available for the public to use on foot, riding or leading a horse and on a bicycle (provided that cyclists give way to walkers and horse-riders); and,
- 3 miles of Byway Open to All Traffic.

The County Council has prepared a Countryside Access and Rights of Way Improvement Plan (see Part 2 of the LTP).

Key Issues

Housing and New Development

In general terms, the County has seen considerable growth in housing and employment in recent years although the rate of development over the next 5 years should reduce, with the focus being on the main towns, and particularly on brownfield sites. The Warwickshire Structure Plan encourages most new development to be concentrated in, and adjacent to, the main towns of Atherstone, Polesworth, Dordon, Nuneaton, Bedworth, Rugby, Warwick, Leamington Spa, Kenilworth and Stratford-upon-Avon. Any development in the rural areas is restricted to local needs.

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The County has a target to allow the building of 31,100 new dwellings from 1996 to 2011. Warwick District completed the highest proportion in the County at 86% of its allocation, closely followed by Nuneaton and Bedworth Borough (80%); Stratford District (68%); Rugby Borough (54%) and finally North Warwickshire Borough (41%). Across the County over the last few years around 2,500 dwellings have been built per year. This is expected to reduce to 1,500 in 2007 to 2011, and be down to 1350 from 2011 to 2021. In terms of employment, the Structure Plan identifies a need for 768 hectares of land specifically for employment purposes of which over half has been completed.

The significant expansion of housing and employment in Warwick Gates area of south Leamington, the Cawston area of Rugby and south east Stratford is largely complete. Future development is likely to be focussed in the Rugby area, south west Warwick and to the north of Stratford. Transport improvements have been identified to support the recent and future growth areas across the County and include the SPARK major public transport scheme in Warwick/Leamington; the Rugby Western Relief Road; upgrading Longbridge Junction (Junction 15 of the M40); and, the Stratford Western Relief Road. New employment opportunities have been developed in North Warwickshire at Hams Hall, which will be served by improved bus and rail services associated with the Coleshill Interchange.

The North/South Contrast

The economy of the Warwickshire as a whole is relatively prosperous. The Gross Value Added compares favourably with both the West Midlands region and the UK as a whole. Unemployment is low in the County at 1.6% and compares favourably with national trends. However, the rates vary in different parts of the County. For example, unemployment is 1.1% in Stratford-on-Avon while it is twice this level in (2.2%) in Nuneaton and Bedworth.

This difference in unemployment levels highlights one of the major issues in Warwickshire; the economic contrast between the generally prosperous areas of the south and the less prosperous areas in the north and east. This is reflected in a range of indicators. The mean household income in the County is £32,400 compared with £29,400 for the UK as a whole. However, the mean income is £28,700 in Nuneaton and Bedworth Borough, whilst residents in Warwick District have a mean income of £35,200.

North Warwickshire Borough has the highest proportion of Warwickshire households earning less than £10,000 per year (13.4%), while the lowest proportion is in Stratford-on-Avon District (10.1%). There are also marked differences in the vitality of the main towns in Warwickshire. Retail rent rates provide a useful indicator of town centre performance: average rents in Stratford-upon-Avon are some 60% higher than those in Rugby and Nuneaton.

The Index of Multiple Deprivation (IMD) for 2004 illustrates the differences that exist between north and south (see Table 1.2 below - the higher the IMD score, the higher the level of deprivation).

Index of Multiple Deprivation (Source: 2001 census)	
District/Borough	**2004 IMD average score**
North Warwickshire	16.38
Nuneaton and Bedworth	21.17
Stratford-on-Avon	8.80
Rugby	13.60
Warwick	12.56

Table 1.2 Deprivation in Warwickshire

Pockets of deprivation exist across the County. Of the Super Area Outputs (SOAs) in Warwickshire, 2, in Nuneaton and Bedworth Borough, feature in the worst 10% of all SOAs within England. A further 15 Warwickshire SOAs are within the worst 20% nationally and a further 20 SOAs fall within the worst 30% category.

Road Traffic Growth

The main travel movements within Warwickshire occur between the urban areas in the North/South Corridor, east/west between Rugby and Coventry, and between North Warwickshire and the West Midlands conurbation. Parts of Southern and Western Warwickshire have strong travel links into Redditch, Birmingham and the Black Country.

Increasing use of rural roads and significant growth in traffic on the motorway and trunk road network accounts for much of the traffic growth recorded in Warwickshire. Average growth on the local highway network was 18% between 1994 and 2004. Over the same period average growth in the County's main towns was lower at 11.9%. These figures compare with national growth of 20% and 10.3% respectively.

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Over this 10-year period there was little traffic growth in Bedworth, 8% growth in Kenilworth, 9% growth in Stratford-upon-Avon, 13 -15% growth in Warwick and Leamington Spa, 13% growth in Nuneaton and 16% growth in Rugby.

The County Council has developed a number of transport models that cover the main urban areas of Warwickshire. These are used to assess current problems and anticipate future areas of concern. Based on outputs from these models, the forecasted reduction in average journey speeds during the peak periods up to the year 2011 is likely to be highest in the urban areas of Warwick, Leamington and Stratford-upon-Avon. These areas may experience a reduction in peak speeds of over 10%.

Traffic growth in the built-up areas of the County over the last 10 years is shown in Figure 1.3.

Warwickshire Urban Areas - Traffic Growth
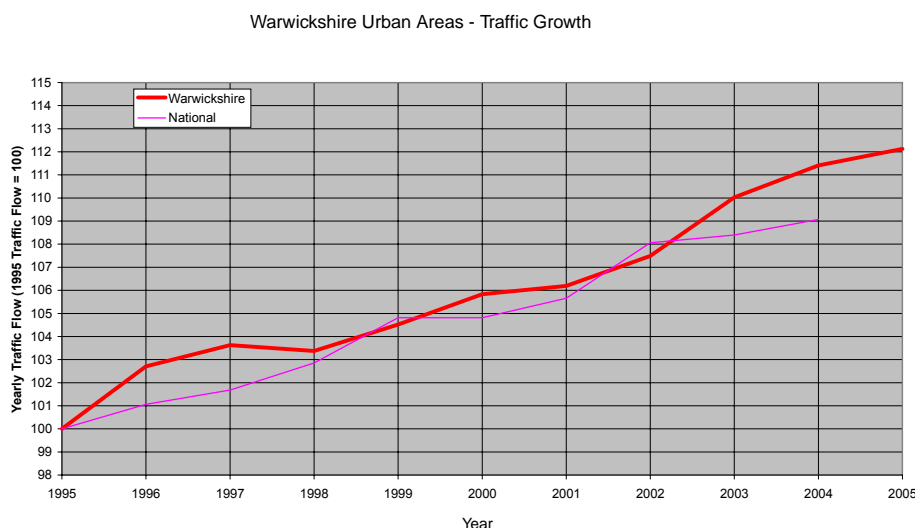
Figure 1.3 Traffic growth in Warwickshire's urban areas 1995 - 2005

Employment and the Journey to Work

The number of people working in Warwickshire increased from 184,700 to 236,900 (+28%) between 1981 and 2001. This compares with growth in the resident labour supply of 15%, from 224,600 to 258,900. Because the number of residents in employment or looking for work exceeds the number of jobs in Warwickshire the County is an exporter of labour, with a net outflow of 22,000 workers (or 8% of the resident labour supply). Nuneaton & Bedworth has a shortfall of 17,200 jobs compared to its resident labour supply, a much higher shortfall than any other district. The main destinations for commuting out of the County are Coventry, Birmingham, Leicestershire and Solihull.

Imbalances between the distribution of jobs and the distribution of the residential population are a primary factor behind commuting patterns. The number of people commuting into Warwickshire also increased between 1981 and 2001, the main origins being Coventry, Birmingham, Leicestershire and Solihull, the same as the destinations of out-going commuters although fewer people commute into the County than out of it. Warwick District is the only district where the number of local jobs exceeds the resident labour supply, with a surplus of more than 4,000 jobs. This makes Warwick the only significant net importer of labour.

The car is the dominant mode of transport for the journey to work in Warwickshire and is used for over 70% of such trips. However, there are significant differences across the County with the northern areas having a higher dependence on the car than the south. This may be due to differences in the types of job found to the north and south, and also because of the relative level of skills and qualifications. In North Warwickshire and Nuneaton & Bedworth, there are many shift workers whose patterns of work do not coincide with the availability of public transport. In Stratford District, the proportion of home working is much higher than in the north of the County. Warwick District has the best-educated population in the County and it may be that these people travel by train to the types of jobs available in central Birmingham.

On average, Warwickshire residents live 13.7km from their workplace. 53% of all journeys to work are less than 10 km and 71% less than 30 km.

The modes used for the journey to work are shown in Table 1.3.

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Journey to Work: Modal Split within Warwickshire (Source: 2001 Census)				
Area	**Car**	**Public Transport**	**Bicycle**	**Walk**
English Shire Counties	66.8%	7.6%	3.1%	10.1%
Coventry	65.0%	13.3%	2.8%	10.7%
WARWICKSHIRE	71.2%	4.7%	2.9%	9.7%
North Warwickshire Borough	75.3%	4.5%	1.3%	7.3%
Nuneaton and Bedworth Borough	73.4%	5.9%	2.8%	9.3%
Rugby Borough	70.2%	4.8%	4.0%	10.0%
Stratford-on-Avon District	70.4%	3.0%	2.6%	9.4%
Warwick District	68.8%	5.3%	3.5%	11.2%

Table 1.3 Modes used for the journey to work

The Journey to School

The use of the private car for school travel has increased dramatically in the UK over the last 25-30 years. This has been due to a number of factors, including:

Rising car ownership, and families with more than one car;

- Fears over child road safety and personal security issues;
- The multiple nature of trips made in the morning peak period (e.g. combined school and work-related trips);
- School admission policies and catchments

Tables 1.4 and 1.5 highlight the UK and Warwickshire context in relation to travel to school patterns.

Modal Split - Travel to School: National (Source: Office of National Statistics)					
National Modal Split	**Walk**	**Cycle**	**Bus**	**Car**	**Other**
UK - 2003	46%	1%	20%	30%	2%
UK - 1975/76	61%	4%	22%	12%	1%

Table 1.4 Modes used for the journey to school nationally

Modal Split - Travel to School: Warwickshire (Source: WCC)					
Warwickshire Modal Split	**Walk**	**Cycle**	**Bus**	**Car**	**Other**
Primary Schools	44%	1%	5%	49%	1%
Secondary Schools	41%	6%	30%	21%	2%
All Schools	43%	4%	15%	37%	1%

Table 1.5 Modes used for the journey to school in Warwickshire

Problems of traffic congestion that occur in certain, mainly urban, locations at peak times are noticeably worse during school term time due to the influence of the 'school run'. In Warwickshire, more children travel to school by car, and fewer walk, than across the country as a whole. As with the journey to work, there is a discernable north/south variation with more car journeys and less walking in Warwick and Stratford Districts. This may be partially due to the higher levels of affluence in the south, which is illustrated by a larger number of private schools. Both the private and state schools draw pupils from wide catchments that include large areas of rural characteristic, which are poorly served by public transport.

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Picture 1.3 Warwickshire County Council School Links buses

Road and Rail Freight

Warwickshire experiences a high level of through freight traffic movement, both road (M6, M40, M42 and A46) and rail (West Coast Main Line, Midlands to the South Coast).

Nationally, road freight increased between 1990 and 2003 by 17%. Whilst rail freight decreased during the mid 1990's, privatisation has seen levels grow, consolidate, and then grow further, leading to an overall increase of 19% since 1990. However, over 80% of all freight nationally is carried by road. Whilst through movements on the West Coast Main Line provide a large amount of rail freight traffic in the County, movements from the Midlands to the East Anglian and South Coast ports (i.e. Felixstowe and Southampton respectively) are also important.

There are a number of small and medium sized rail freight facilities across the County that predominantly serve specific sites or railheads, whereas the facilities at Hams Hall Rail Freight Terminal (in North Warwickshire Borough) and Daventry International Rail Freight Terminal (DIRFT) in Northamptonshire provide dedicated multi-modal freight access.

Tourism and Events

Warwickshire attracts a large number of tourists primarily due to the Stratford-upon-Avon/ Shakespeare connection and Warwick Castle. In 2004, Warwick and Stratford together attracted around 4 million visitors and are both in the top 20 visitor destinations within the UK.

The County's main attractions are:

- Shakespeare's Birthplace, the Royal Shakespeare Theatre, Anne Hathaway's cottage at Shottery, and Mary Arden's house at Wilmcote.
- Warwick and its castle
- The Spa town of Leamington;
- The historic town of Kenilworth and its Castle remains;
- The birthplace of rugby football at Rugby;
- Nuneaton, with its links to George Eliot;
- The Cotswolds Area of Outstanding Natural Beauty;
- A number of well-known National Trust properties;
- The extensive network of canals and waterways.

Other key tourist destinations, such as Blenheim Palace, are located in neighbouring counties.

There are also a growing number of events that take place in the county that attract large numbers of people who travel during a relatively short period. Warwick castle regularly stages evening music concerts and firework displays in addition to its historic enactments. The annual Bulldog Bash of motorcyclists at Long Marston attracts some 80,000 over a summer weekend.

Tourism and events bring important economic benefits to the area.   Most visitors however, travel by car and this puts pressure on the road network, adds to congestion and problems such as traffic noise and pollution. Congestion hot spots can occur near to major attractions, particularly during the summer months and at bank holidays or during special events.

Warwickshire in 2005 and Planned Improvements to 2011

Problems and Opportunities

A discussion of local characteristics and the key problems and opportunities in each of the seven areas within Warwickshire is set out below, along with an indication of what planned improvements will have been made in each area by 2011.

The North/South Corridor

The North/South Corridor links the generally less prosperous northern areas of the County with the more prosperous south via Coventry. The problems and opportunities within these areas, predominantly Nuneaton/Bedworth in the north and Warwick/Leamington Spa/Kenilworth/Whitnash in the south, are discussed in the appropriate sections below. At a strategic level, the key transport issue in the corridor is the lack of high quality public transport that does not require interchange within Coventry city centre.

The County Council intends to submit a Major Scheme bid in 2006 (possibly in conjunction with Coventry City Council and Centro) to provide a step-change in public transport provision within the corridor. This issue remains a key priority for the County Council during the second LTP period. This priority reflects the importance of the Coventry/Solihull/Warwickshire area, which is identified in RSS as an important growth engine for the Region.

Northern Warwickshire

Northern Warwickshire is predominantly an ex-coal mining area, which is characterised by a large rural area with four small towns and a number of other small settlements and villages. Atherstone has a number of historical links to the manufacturing sector, and is currently home to the company 3M. The proximity of the area to Birmingham, Birmingham International Airport (BIA), the National Exhibition Centre (NEC), Sutton Coldfield, Tamworth, Nuneaton and Coventry mean that its employment needs are substantially met outside its boundary. Significant employment provision however has been made in recent years at Hams Hall (near Coleshill) and in the A5 corridor at Birch Coppice. Both sites are predominantly used for warehousing and distribution, and are rail served.

There is no major housing development proposed in the Borough for the foreseeable future, and any further development should ideally be focused on making the most of the links to the West Midlands conurbation and the East Midlands that will be afforded following the opening of Coleshill Parkway station on the Birmingham - Leicester line. This will present an opportunity to achieve significantly improved accessibility in the rural areas of North Warwickshire. Investment is planned in a new network of fully accessible bus services to serve North Warwickshire using Coleshill Parkway as a bus hub. The aim of these service improvements will be to ensure that the majority of villages and towns to the south of the A5 will have a bus link to the interchange at Coleshill or Birmingham International Station and thence to the national rail network. It is the intention to provide the following four services:

- Nuneaton to BIA/NEC via Arley, Hams Hall and Coleshill;
- Atherstone to BIA/NEC via Baddesley, Kingsbury, Hams Hall and Coleshill;
- Tamworth to BIA/NEC via Kingsbury, Hams Hall and Coleshill; and
- Sutton Coldfield to Coleshill Parkway via Water Orton and Hams Hall.

The latest low floor, easy access, buses will operate these services. Passenger information and bus stops at key locations will be improved. A new dedicated coach link between Coleshill Parkway and BIA will also be provided to run in parallel with the conventional bus services. The aim of this link will be to make public transport a valid alternative for long distance access to BIA, particularly from the East Midlands.

Over the next five years, two major routes will become the focus for the development of Quality Bus Corridors; Nuneaton to Atherstone via Hartshill; and the strategic link between Tamworth, Kingsbury, Hams Hall, Coleshill, BIA/NEC and points further south. The improvements will include new bus shelters where appropriate, raised kerbs for easy boarding and a brand image for each route.

Northern Warwickshire contains the three market towns of Coleshill, Atherstone and Polesworth. A number of improvements have been identified that will benefit the transport system in these towns and contribute towards their regeneration and attractiveness. These include junction improvements and traffic management, enhanced public transport facilities and information, better facilities for pedestrians and cyclists, and local landscaping and environmental upgrades.

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Nuneaton and Bedworth

Nuneaton and Bedworth Borough forms the northern end of the North/South Corridor and is an area characterised by past and present mining activity, as well as heavy engineering and manufacturing. There are a number of large former mining sites that are available for redevelopment, the key ones being Midland Quarry, Bermuda and Judkins. The established regeneration corridor from northern Coventry to Nuneaton requires a step-change in public transport provision in order to develop access to employment opportunities at Bermuda, in Coventry, and in the more prosperous mid-Warwickshire area. Improvements in this area will also enhance accessibility to George Eliot Hospital in Nuneaton. A Major Scheme bid for improvements in this corridor is planned for submission in 2006 but if unsuccessful, some limited improvements will be supported by integrated transport funding.

The Nuneaton and Bedworth area has good links with Coventry, Birmingham, Hinckley and Leicester. Whilst the two towns generally provide for their immediate population in terms of shops, services, health and other facilities, their proximity to major retail developments in Leicester, Solihull, Coventry and the recently opened retail and leisure park at the Arena near Foleshill may affect their economic stability. In response to these challenges, the County Council and Nuneaton and Bedworth Borough Council have been actively involved in a master planning exercise that will guide the future development of the two town centres over the next 5 to10 years.

Improvements identified in the master plan will complement the new Ropewalk retail development in Nuneaton town centre that has come forward as part of the Nuneaton Development Project. A number of transport improvements are needed, primarily aimed at improving access to the town centre. These include improvements to the bus station, improved pedestrian linkage between the railway station, the bus station and town centre and improved road signage including Variable Message Signs.

The master plan for Bedworth town centre is aimed at maintaining the vitality of the town centre. The principal transport measure proposed is to make Mill Street a pedestrian priority area with bus-only access. This will require traffic management measures elsewhere to accommodate displaced traffic from the town centre.

It is proposed to upgrade the following bus routes in the area to Quality Bus Corridors in the next five years:

- Grove Farm – Stockingford – Nuneaton;
- Atherstone – Hartshill – Nuneaton;
- Long Shoot – Nuneaton;
- Nuneaton – Attleborough – Red Deeps – George Eliot Hospital; and
- Bedworth – Bulkington – Nuneaton.

In addition, it is proposed to upgrade the Arley/Birchley Heath to Nuneaton route as part of the Quality Bus Initiative (QBI). The QBI concept seeks to increase the number of low-floor buses on high demand tendered bus services.

Eastern Warwickshire

Eastern Warwickshire includes a number of smaller towns and villages that predominantly look towards Rugby as the main retail, employment and administrative centre of the area. The town has strong links with Coventry, Birmingham, Leicester, Northampton, Daventry and Banbury.

Historically, Rugby expanded within its context as a railway town, and still remains a key location on the national rail network. The town has had a long association with heavy engineering; Sir Frank Whittle tested the first jet engine in Rugby in 1937.

Rugby lies at the crossroads of the country, immediately to the south west of the M1/M6/A14 interchange. Its location and communications mean that the town continues to see a significant amount of new development that is likely to continue for the immediate future. The Regional Spatial Strategy has identified Rugby as a potential sub-regional growth area, particularly given the need and opportunities for regeneration in parts of the town. New developments have been implemented at Cawston, Coton and Swift Valley, with further sites to come forward in due course. The former Alstom/GEC site to the north of the railway station and the Livestock Market site are also due for redevelopment by 2010/12. The County Council has been actively involved with Rugby Borough Council over the last 18 months in the development of a single master plan covering these two sites. Investment to address the transport needs and consequences of development of this site will largely come through S106 agreements but some LTP investment may also be required.

Both Councils and the Town Centre Company are in the process of agreeing a vision for Rugby town centre for the year 2020. Work to move towards delivering this vision will continue over the next five years. The three organisations are also actively promoting the regeneration of Rugby town centre through the development of a pilot Business Improvement District (BID).

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The most important transport improvement planned for the area is the Rugby Western Relief Road. This is seen as essential to support the significant development that has already occurred and is planned in Rugby. In order to 'lock in' the traffic reduction benefits in the town centre that will arise from construction of the road, measures are planned that will improve the Warwick Street gyratory for pedestrians, cyclists and public transport (and consequently constrain traffic capacity). Pedestrian priority will be expanded in the main shopping area around Church Street and North Street. This investment will also support the town centre Business Improvement District.

The implementation of Decriminalised Parking Enforcement during the LTP period will provide support for the town centre improvements by deterring illegal parking and keeping routes clear for existing and planned bus services.

It is proposed to upgrade Rugby Railway Station in 2008 as part of the West Coast Main Line improvement. In order to maximise the benefit from this, the County Council intends to create an enhanced interchange facility at the station. Improvements to the pedestrian/cycle links between the station and the town centre will also be implemented as part of the BID project.

It is proposed by the bus operator to further upgrade the existing Quality Bus Corridor (QBC) that crosses Rugby on Route 4. Two new QBCs will also be developed; Hillmorton to Rugby town centre and the inter-urban route from Rugby to Coventry via Wolston and Binley.

Warwick, Leamington Spa, Kenilworth and Whitnash

The four main towns of Warwick, Leamington Spa, Kenilworth and Whitnash form the southern end of the North/South Corridor and serve a surrounding rural hinterland containing a number of settlements/villages and the small town of Southam.

Warwick is the main administrative centre of the County and Leamington Spa is the principal retail centre. Leamington, Warwick and Whitnash together form an almost continuous urban area with a combined population of around 80,000. Employment within these three towns is primarily split between heavy/light engineering, high technology business and the service sector economy. Kenilworth is a residential dormitory town serving Coventry, Leamington Spa, Warwick, Solihull and Birmingham.

There is a significant commuter population within the area; demand for travel by public transport to Birmingham and London resulted in the construction of Warwick Parkway station in 2000, reflecting the vast improvement in rail service provision that has occurred in the Birmingham to London Marylebone corridor over the last 10 years. Further improvements to the station are proposed over the next five years.

Since the construction of the M40 in the early 1990's, the Warwick/Leamington Spa area has seen considerable expansion, including significant development at Heathcote/Tachbrook Park, Hatton Park and South West Warwick. A more modest level of development is proposed over the coming years.

The mix of development, plus a high concentration of secondary schools in the Warwick – Leamington Spa corridor, has resulted in the highest levels of congestion and the lowest journey speeds within the County during the peak periods of the day.

An Urban Mixed Priority Scheme was implemented in Leamington Spa town centre during 2005. This provides greater safety and priority to pedestrians and cyclists and has improved trade and helped Leamington Spa to compete with other shopping locations. The reallocation of road space has enhanced priority and room for buses, thereby improving bus provision and contributing to the area-wide imperative of providing alternatives to car use in order to reduce congestion and improve safety and air quality.

A Major Scheme bid has been submitted with this Local Transport Plan. The SPARK scheme aims to achieve a step change in public transport in the two towns to encourage greater use of public transport. If the bid is unsuccessful, some elements of the scheme will still be implemented, including improvements to Warwick bus station, provision of a Park and Ride facility to serve both Warwick and Leamington Spa, and a new bus-rail interchange on the north side of Leamington Spa Station, all of which will be consistent with the Public Transport Interchange Strategy.

Demand for parking is often close to capacity in both Leamington Spa and Warwick town centres. There is widespread abuse of Limited Waiting spaces and other parking offences. The planned introduction of Decriminalised Parking Enforcement will discourage many parking offences and displace demand to other areas which represents a challenge as there is limited capacity available. This further highlights the benefit of the planned Park and Ride facility that will provide an alternative to parking in the town centres thereby relieving parking pressure and reducing congestion.

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Warwick is an historic town that is subject to significant peak hour traffic. During 2004 a package of interim traffic management measures were identified and endorsed by the County Council and are being progressed. Further consultation on additional traffic management measures will be undertaken during this LTP period. To this end, a consultative 'Forum' has been set up and funded by the County Council. The outcome of these consultations will also influence the development and implementation of other future transport works in Warwick.

Construction will start in early 2006 on a bypass for the village of Barford, which lies on the A429 south west of Warwick. This is a fully accepted Major Scheme that will deliver an improved quality of life for village residents as well as very considerable economic, environmental and safety benefits. It will address the AQMA that has been declared in Barford. Completion of the scheme is due in April 2007.

A master planning exercise in Kenilworth town centre has been ongoing since 2003, and is focused on improving the retail offer of the town for residents in both the local and wider catchment areas. In parallel with this are a number of proposals for the provision of a local 'one-stop-shop', youth training and leisure facilities, and a greater local Police presence. A significant element of the regeneration focuses on Talisman Square.

Southern and Western Warwickshire

Most of Southern and Western Warwickshire falls within Stratford-on-Avon District, which is one of the largest District administrative areas within England. The main towns within Southern Warwickshire are Stratford-upon-Avon and the market town of Shipston-on-Stour. Within Western Warwickshire, the main towns are Alcester, Studley and Bidford-upon-Avon. The remainder of the two areas is predominantly rural.

Stratford-upon-Avon is a world tourist destination, a position that is likely to be further enhanced by the proposed redevelopment of the Royal Shakespeare Theatre. In terms of retail and employment opportunities, the town is relatively self-sufficient, although the area has strong links with Solihull, Redditch, Birmingham, Banbury and Evesham.

Stratford-upon-Avon has seen a moderate level of expansion over the last 10-15 years, with development on the Birmingham Road, Paddock Lane and more recently at Bridgetown. Some further development to the west of the town near Shottery has been proposed in the recent Local Plan review. A master plan to support the renaissance of the town is currently being developed by the County Council, Stratford District Council, the West Midlands Regional Development Agency (Advantage West Midlands) and a significant number of local stakeholders and business interests.

A major consensus building exercise has been undertaken within Stratford-upon-Avon during the first LTP period to develop and agree a transport strategy for the town. The strategy takes account of both existing and future land use and the town's continuing role as one of the major tourist destinations within the UK. A Major Scheme bid for funding for this project was submitted to Government in 2003 but was unsuccessful. However, elements of the strategy will be implemented through use of integrated block funding and some developer funding. The key features of the scheme are increased pedestrian priority, new pedestrian/cycle routes, improved public transport/Park and Ride facilities and car park access improvements.

Linked to the these improvements is a proposed new Stratford Western Relief Road linking the A46/A422 Wildmoor roundabout with the B439 Evesham Road. The road will reduce traffic in Stratford town centre and Shottery village, and provide access to new development. It would also provide access to a new coach and car park for Anne Hathaway's Cottage, one of the Shakespeare sites.

Bridge Street is the widest and most important shopping street in Stratford town centre. There is heavy usage by pedestrians and current conditions are inadequate; on-street parking is intrusive and the volume of people often exceeds the capacity of the footway. The road also has a poor accident record. The proposed pedestrian/environmental improvement scheme involves a significant reallocation of road space through the narrowing of the carriageway and very considerable widening of the pavements. Two-way traffic would be maintained, but with features to slow vehicles. There will be several pedestrian crossing points and much better bus stop facilities. The scheme would contribute greatly to improving the quality of experience of the principal town centre street for residents, shoppers and tourists alike, with possible features including seating, kiosks, trees, and pavement cafes. Further pedestrian priority measures in High Street and Waterside/Southern Lane, involving widened footways and closure to traffic during part of the day, will be progressed if the Stratford Western Relief Road is constructed.

A 750 space Park and Ride site is currently being developed at Bishopton, close to the A46/A3400 roundabout on northern edge of Stratford-upon-Avon. It is also proposed to establish a new rail station, Stratford Parkway on the Stratford to Birmingham, Leamington and London line, which is adjacent to the site. The Park and Ride car park is linked to the established car park management and route advisory system in the town. Bus services run at a 15 minute frequency and will be given priority at traffic signals thereby delivering a large number of car-borne workers, shoppers and tourists swiftly

to the key town centre destinations. Decriminalised Parking Enforcement within the District will support the scheme. A second Park and Ride site located to the south of the town will be progressed within the five year programme period if the Bishopton site proves to be a success.

The key issue in Western Warwickshire concerns traffic in the A435 corridor. The section of A435 between Alcester and Gorcott Hill is a poorly aligned single carriageway that carries traffic flows of the order of 20,000 vehicles per day. This creates safety and environmental problems especially in Studley, Coughton, King's Coughton and Mappleborough Green. The road is currently the responsibility of the Highways Agency (HA). In the past the HA recognised these problems and a Studley Bypass Scheme was designed and the necessary Orders made. However, the scheme has now been withdrawn and the HA are to revoke their previously made Orders, effectively terminating the scheme. It is now likely that the government will de-trunk the road and thereby transfer responsibility for the A435 between Alcester Bypass and the M42 to Warwickshire and Worcestershire County Councils.

Warwickshire County Council will work in conjunction with the Highways Agency, Stratford District, Redditch Borough and Worcester County Councils to investigate alternative approaches to mitigating the impact of traffic in the corridor.

The County Council will continue to promote a significant improvement to the A46 between Stratford-upon-Avon and Alcester.

Warwickshire's Strategic and Local Priorities

Transport has a key role to play in delivering the County Council's ambitions, and therefore the overall vision to make *Warwickshire the best place to live and work*. The section below describes our strategic and local priorities during this LTP period and beyond.

Under the heading for each Strategic Priority, the following is provided:

- A description and explanation of the priority;
- An assessment of the transport and infrastructure measures required to support the priority; and
- Details of the evidence base that informs and supports the setting and addressing of the priority.

Strategic Priorities

SP1: Accessibility

Priority: To improve levels of accessibility across the County and into adjoining areas, with a particular emphasis on tackling problems in specific geographic areas (e.g. rural and edge of town areas), for specific sections of the community (e.g. low income groups, young and elderly) and for specific journey purposes (e.g. access to GP surgeries).

Transport and infrastructure measures needed to support the Priority:

- Public Transport improvements identified in the Public Transport Strategy and its subsidiary strategies;
- Improvements for Pedestrians and Cyclists;
- Improvements for Powered Two Wheelers;
- Implementation of Parking and Traffic Management measures; and
- Implementation of the Changing Travel Behaviour Strategy.

Evidence:

- Accessibility Strategy; and
- Accessibility modelling using the software tool *Accession*.

SP2: Regeneration and the Long Term Economic Stability and Prosperity of the Coventry/Solihull/Warwickshire Sub-Region

Priority: To secure the long term regeneration and economic stability and prosperity of the Coventry/Solihull/Warwickshire Sub-Region, with a particular emphasis on the North/South Corridor, the Solihull/Coventry/Warwick High Technology cluster, and the urban area of Rugby.

Transport and infrastructure measures needed to support the Priority:

- Sub-regional transport infrastructure identified by the Coventry/Solihull/Warwickshire Transportation and Regeneration Study (see the North/South Corridor chapter);

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- A step-change in public transport provision in the North/South Corridor; and
- The Local Priorities identified in LP4 (Eastern Warwickshire) and LP5 (Warwick/Leamington Spa/Kenilworth/Whitnash Urban Area) (see below).

Evidence:

- Coventry/Solihull/Warwickshire Transportation and Regeneration Study;
- Coventry – Nuneaton Light Rail Study (Phases I and II);
- Nuneaton to Leamington North/South Public Transport Options Study;
- Coventry Area Network Study (CANS); and,
- Nuneaton and Bedworth Master Plan.

SP3: Long Term Economic Stability and Prosperity of the West Midlands Region

Priority: To support the long-term economic stability and prosperity of the West Midlands region.

Transport and infrastructure measures needed to support the Priority:

- Improvements to the motorway and trunk road network, including the A46/A45 Tollbar End junction, M40 Junction 15 (Longbridge), A46 Stratford to Alcester and Evesham to Ashchurch/M5, A435 Studley Bypass, M42 Active Traffic Management scheme, M1 Junction 19, and the delivery of other improvements through the Highways Agency Route Management Strategies;
- Completion of the West Coast Route Modernisation, with an appropriate balance of provision to meet the needs of both local and longer distance rail services on the West Coast Main Line;
- In due course, delivery of the schemes identified and agreed in the West Midlands Route Utilisation Strategy and Regional Planning Assessment by the SRA and its successor;
- Improvements to road and rail infrastructure to meet the needs of freight, including the upgrade of routes to Southampton and Felixstowe;
- Surface access improvements to Birmingham International Airport and the National Exhibition Centre, particularly to public transport, walking and cycling; and
- Implementation of a programme of measures aimed at achieving behavioural change, including travel awareness, walking/cycling networks, quality public transport and access to regeneration sites.

Evidence:

- Highways Agency Targeted Programme of Improvements and various Route Management Strategies;
- West Coast Route Management Strategy;
- West Midlands Route Utilisation Strategy and Regional Planning Assessment;
- Multi-Modal Studies (e.g. WMAMMS, WM2EMMMS, LSMMMS);
- Birmingham International Airport North East Catchment Area Study (BIANCA); and
- BIA/NEC Surface Access Strategy.

SP4: Safety and Security

Priority: To improve safety and reduce the severity and occurrence of casualties on the public highway within Warwickshire, and reduce the fear of crime of people when they are using the transport network.

Transport and infrastructure measures needed to support the Priority:

- Implementation of measures within the Road Safety and Safer Routes to School Strategies, and subsidiary strategies such as Walking, Cycling and Public Transport Interchange.

Evidence:

- Warwickshire County Council casualty data; and
- Warwickshire Police incident data.

SP5: The Environment

Priority: To attempt where possible to reduce the environmental impacts of transport, both globally and locally.

Transport and infrastructure measures needed to support the Priority:

- Implementation of measures within the Intelligent Transport Systems (ITS), Congestion and Air Quality Strategies; and
- Implementation of measures within the Countryside Strategy, such as traffic management and safety measures.

Evidence:

- Air Quality monitoring undertaken by the five District/Borough Councils in Warwickshire;
- LTP Air Quality Strategy;
- LTP air quality modelling; and
- Cotswolds AONB Management Strategy.

Local Priorities

LP1: The North/South Corridor

The key Local Priorities within the North/South Corridor are as described within Strategic Priority SP2.

LP2: Northern Warwickshire

The key Local Priorities in Northern Warwickshire are:

- Delivery of Coleshill Parkway station (currently a provisionally approved Major Scheme), including an improved network of bus services to serve the facility. This ties in with the RTS policy (T6) to encourage strategic park and ride facilities.
- Provision of improved links within the area (e.g. to Hams Hall) and to the West Midlands conurbation and BIA/NEC (consistent with RTS Policy T12); and
- Provision of an area-wide improvement to the bus network.
- *Are these the same?*

LP3: Nuneaton and Bedworth Urban Area

The key Local Priorities in Nuneaton and Bedworth are:

- Provision of improved public transport in the North/South Corridor to provide access to key development and regeneration sites within the area, and the Nuneaton - Coventry Regeneration Zone (consistent with RSS); and
- Implementation of transport measures to support the master plan proposals for Nuneaton and Bedworth town centres.

LP4: Eastern Warwickshire

The key Local Priorities in Eastern Warwickshire will support the regeneration and development of Rugby, which is identified in RSS as an appropriate area for continuing development:

- Implementation of the Rugby Western Relief Road in full to support the regeneration and development of the town, reduce the impact of traffic on the town centre, and assist in addressing a number of air quality issues within the urban area of Rugby;
- Revised traffic management arrangements within Rugby town centre to capture the benefits of the Rugby Western Relief Road;
- Provision of other measures and improvements to support the existing, committed and future potential expansion of the town, including:

  o Improved services and facilities for public transport;
  o Walking and cycling;
  o Improvements to the local highway network; and
  o An upgrade of M6 Junction 1 (A426).

- Implementation of transport measures and improvements to support the pilot Rugby Business Improvement District; and
- Provision of improved interchange facilities at Rugby Railway Station, and improved links to the town centre.

LP5: Warwick, Leamington Spa, Kenilworth and Whitnash Urban Area

The key Local Priorities in Warwick, Leamington Spa, Kenilworth and Whitnash are:

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- Implementation of transport measures and improvements to facilitate and support the regeneration of the Solihull/Coventry/Warwick High Technology triangle consistent with Regional Strategy;
- Implementation of transport measures and improvements to support the modest level of development in the area that is proposed over the next five years;
- Implementation of public transport improvements within the Warwick/Leamington Spa area to offer a viable alternative to the car to address forecast congestion on the local road network (the SPARK Major Scheme);
- Implementation of innovation measures and solutions to address the current impact of congestion caused by school-based travel in Warwick and Leamington Spa;
- Identification and implementation of measures to manage the impact of traffic within Warwick town centre, and improve conditions for pedestrians, cyclists and public transport users;
- Implementation and monitoring of the Leamington Urban Mixed Priority (LUMP) scheme within Leamington Spa town centre;
- Implementation of measures to support the proposed redevelopment of Kenilworth town centre through the improved management of traffic and provision of better facilities for pedestrians, cyclists and public transport users; and,
- Implementation of transport measures to support Warwick as a major tourist destination in line with the Regional Economic Strategy to develop the visitor economy.

LP6: Southern Warwickshire

In support of the Regional Economic Strategy to develop the visitor economy, the key Local Priorities in Southern Warwickshire are:

- Implementation of transport measures to maintain the competitive position of Stratford-upon-Avon as a world renowned tourist destination (based around the agreed measures in the Stratford Transport Strategy);
- Implementation of transport measures to support the renaissance of Stratford-upon-Avon as proposed in the master plan for the town centre; and
- Implementation of transport measures and improvements to support the modest level of development in the area that is proposed over the next five years.

LP7: Western Warwickshire

The key Local Priorities in Western Warwickshire are covered earlier in Strategic Priority SP3, these being the provision of the A435 Studley Bypass and improvements to the A46 between Stratford-upon-Avon and Alcester.

LP8: The Market Towns

In the market towns of Alcester, Atherstone, Bidford on Avon, Coleshill, Henley in Arden, Kineton, Polesworth, Shipston on Stour, Southam, Studley and Wellesbourne, the key priority will be to identify and implement transport measures and solutions that will help to secure their medium and long-term economic stability.

Promoting our investment

The Council recognises the importance of promotion and publicity to raise awareness and encourage use of the facilities, schemes and programmes that have been implemented. This is seen as a key tool in ensuring that improvements are good value for money, in other words that people use and benefit from the transport investment that has been made.

Warwickshire County Council plays an active role in promoting the alternatives to single occupancy car journeys to our own employees, and externally, to schools, businesses and the general public. WCC joined the National TravelWise Campaign in 1999. TravelWise is a national brand used to promote sustainable travel, but Warwickshire has its own TravelWise objectives:

- to raise the awareness of the environmental, economic and social benefits of travelling by foot, bicycle, motorcycle and public transport;
- to encourage socially responsible car use;
- to promote more sustainable modes of travel and lifestyles which require less travel; and,
- to increase the number of walkers, cyclists, motorcyclists, public transport users and car sharers.

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Promotions

WCC supports local schools and businesses in promoting sustainable travel by assisting them with producing travel plans and providing literature, marketing material and resources free of charge. This is particularly the case during national promotional weeks, such as National Bike Week and Walk To School Weeks. We promote our services on our web site, which can be found at: www.warwickshire.gov.uk/travelwise

As well as supporting schools and businesses, WCC also organise events to promote sustainable travel to members of the public. In Bike Week, we hold stands at various events across the county and have organised two major cycle awareness days: Pedalling for Nuneaton and Pedalling for Rugby. In addition, WCC has been involved with the Warwick Town Centre Races, firstly as the main organiser in 2004, then as the main sponsor in 2005.

We have supported International Car Free day for four consecutive years. This has involved closing a road or car park and using the space to host a travel awareness show.

In promoting the events we organise, we produce press releases often leading to radio interviews and the opportunity to promote the sustainable travel message free of charge!

In addition to our press releases promoting events, we write articles on a whole range of issues to encourage people to think about the alternatives to car use. For example, we write about the health benefits of walking and cycling, or the environmental damage caused by idling engines. Our latest releases can be found on the Warwickshire County Council website.

Whereas events provide a temporary focus on particular issues, a wide range of material is designed to reinforce the message over the longer term. For example, cycle maps are in production for several of the key urban areas, which are distributed free of charge over a wide area. The Park and Ride service in Stratford is supported by a variety of publicity material and advertising (as will be the proposed Leamington Spa/Warwick scheme).

Picture 1.4 Examples of WCC public material

As well as our efforts within Warwickshire, we work at a regional level to support the West Midlands TravelWise campaign. As a proactive member of the campaign group, we have organised the regional TravelWise card competition, and helped promote regional events such as a Travel Plan conference held in Birmingham (November 2005).

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Leading the Way

To provide an example to others and support our TravelWise objectives, WCC uses a variety of means to get the sustainable travel message across to employees.

In 1999, WCC adopted a Green Transport Plan for staff, which was updated in 2004. To promote the Plan a launch event was held in Shire Hall in March 2005 and staff could visit the event to talk to stall holders about a selection of travel options. Bus operators, cycle and outdoor equipment shops were present as well as a number of internal staff that work on travel initiatives. The day was a great success as over 50 bus passes were sold and more than 100 staff visited the event.

Launch events are also held for other initiatives, such as our new car share system, which was made available to all staff across the county from November 2005.

As well as events, WCC holds poster campaigns throughout the year targeting different travel modes. Articles are placed in departmental and countywide newsletters, and e-mails and items on our internal electronic bulletin board also supports our campaigns. Recently, we have even used banners within our car parks and the back of parking permits to promote alternatives to driving alone! From 2006, WCC will offer staff a comprehensive section on our website.

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Targets and Monitoring

Performance Monitoring

Targets and Monitoring

The LTP contains a set of performance indicators and targets which will be used to monitor our progress in delivering national, regional and local objectives. This includes a set of mandatory indicators relating to the Shared Priorities for Transport and part of the Best Value regime as well as locally relevant indicators to reflect local priorities.

Our indicators and targets focus on outcomes - either *key outcomes* that directly measure the achievement of the Shared Priorities (e.g. accessibility indicators) or *intermediate outcomes* which represent proxies or milestones towards key outcome targets (e.g. bus user satisfaction). We have also included a limited number of contributory output indicators to measure the delivery of schemes, policies or initiatives that will contribute towards the achievement of targets. A full list of indicators is included at the end of this section.

Links between targets and indicators and the Local Transport Plan wider objectives are illustrated in Figure 1.4 below.

Themes for local outcome targets	Key outcome targets	Intermediate outcome	Intermediate outcome (local)
A Fairer, More Inclusive and Accessible Transport System	Accessibility (LTP1) Access to Employment Access to Main Centres	Bus satisfaction (all services) (BV104)	Satisfaction with local tendered bus services
To Encourage the Integration of Transport, both in terms of Policy Planning & the Physical Interchange of Modes		Bus performance – punctuality for all services (LTP5)	
A Full Employment and a Strong, Sustainable Economy	Congestion	Public transport patronage: No. of bus passenger journeys (BV102)	Level of patronage on rail services Level of patronage on QBC/QBIs
A Reduction of Transport Impact on the Environment	Air Quality (LTP8) Pollutant levels across the County	Mode share	Mode share of journeys to school Proportion of the workforce as a whole covered by travel plans
		Change in area wide road traffic mileage (LTP2)	
		Traffic flows in AQMAs	
		Cycling trips (annualised index) (LTP3)	No. of cycling trips on routes upgraded
To Improve the Environment & Safety of People when they are using the Transport System	Road safety: Number of killed or seriously injured (all ages) (BV99) Number of children killed or seriously injured (BV99) Total slight casualt ies (BV99)		
	Effective Asset Management	Condition targets: Principal road condition (BV96) Non-Principal classified road condition (BV97a) Unclassified road condition (BV97b) Footway condition (BV187)	

Figure 1.4 Links between Targets, Indicators and LTP Objective

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Targets and trajectory setting

Targets have been set for all mandatory and some local indicators. In setting realistic and challenging targets that reflect local circumstances we have taken into account a number of factors, including:

- the need to reflect wider policy objectives e.g. meeting air quality standards;
- the performance delivered from LTP expenditure over the first LTP period;
- the planned level of investment over the second Local Transport Plan period based on planning guideline funding levels;
- the potential for improved performance (through greater efficiency in implementation or the influence of critical mass) over the second LTP period.

Further detail on the rationale for specific targets and how they will be monitored is outlined in the Targets & Monitoring Tables section below.

We have set detailed trajectories for each target to illustrate the rate of progress we intend to make, year on year, towards the overall target. Unless otherwise stated, linear trajectories have been assumed between the baseline and the target date.

Benchmarking

Following the submission of the provisional Local Transport Plan in July 2005 we carried out a benchmarking exercise to compare Warwickshire County Council's targets and monitoring proposals with those of other local authorities. The purpose was twofold; firstly, to assess our targets and monitoring arrangements against those set by other authorities and secondly, to identify examples of good practice that might be applied to our circumstances.

The Provisional Local Transport Plans of 18 local authorities[1] were reviewed. Authorities that were felt to be broadly similar in characteristic and size to Warwickshire were selected, although individual details obviously vary considerably in each authority.

A selection of both mandatory and local targets/indicators were reviewed across all 18 authorities. It was found that there is a wide variation in both the time periods over which targets are set and in the types of data and collection methodologies that are used to set and monitor the targets. Due to this variation, detailed evaluations are difficult to make as in most cases it is not possible to confirm that the comparison is of 'like with like'. However, the exercise was useful in as much as we were able to confirm that Warwickshire County Council's targets and monitoring are not radically different from the majority and indeed, appear challenging but reasonable for our own circumstances.

This local exercise has subsequently been supplemented with reference to the central database of indicators and targets in Provisional LTPs which has been compiled for the DfT by Atkins and published on the Local Transport Planning Network website in January 2006. The central database does not allow for a detailed evaluation of targets to be made as only the absolute target level (or general target trend), rather than relative improvement, is shown. However as with our local exercise, we have been able to confirm that our own target levels are comparable with those from similar authorities. A comparison against absolute target levels shows that, of all the core indicators, we only fall within the bottom quartile in the area of cycling. Our target for the cycling core indicator is to maintain cycling levels at 2004 levels. We consider this is stretching for our local circumstances which have seen an overall trend of declining cycle use in recent years. Furthermore, the growth targets set by the majority of authorities in their provisional plans are low, with 38% of authorities setting a growth target of between 0.1-2% and a further 28% setting a target of between 2.1-5%.

Monitoring and review of targets

A robust system for monitoring and reviewing targets and performance has been established. This includes:

- Quarterly meetings held with senior officers to review progress towards targets and links with scheme delivery. This enables any areas of under-performance to be identified at an early opportunity and, where relevant, for adjustments to the capital programme to be made to put targets back on track
- Ongoing scheme evaluation to ensure that schemes are effective in contributing towards targets
- A regular review of targets (through the Annual Progress Report process) to ensure that targets remain realistic and challenging. Trajectories have been set for each target so that year-on-year progress can be assessed.

In addition, we are currently piloting the inclusion of LTP indicators and targets in a corporate performance management system. This allows clear links between the LTP and corporate objectives to be identified and allows for regular reporting of progress towards LTP indicators and targets.

Insert flow diagram to show process

Identifying and Managing Risks

In setting targets, consideration needs to be given to the possible risks that could lead to them not being achieved and how these can be managed. A number of risks are specific to individual targets and these are identified below in the Targets & Monitoring Tables section. In addition there are a number of general risks relating to scheme programming and delivery which need to be managed. Examples of these general risks and how they are managed are outlined below.

Risk	Management of risk
Cost overrun on schemes resulting in a reduction in number of schemes completed	Early contractor involvement combined with robust estimating; monthly monitoring of project costs
Underspend on annual programme resulting in a loss of funds over the LTP period	Quarterly review of annual capital programme
Insufficient design or contractor resource	Additional resources available through our partnering arrangement with Arup

Table 1.6 Risk and Management of Risk

Changes to indicators and targets since submission of the Provisional LTP

A number of amendments have been made to indicators and targets since the submission of the Provisional Local Transport Plan. These are outlined below.

Indicator / Target area	Amendment and reason for amendment
Bus performance – bus punctuality (all services)	Baseline data was unavailable for this indicator for the Provisional Local Transport Plan. Baseline data has subsequently been collected and a target has been set
Bus performance – bus punctuality (tendered services)	Baseline data was unavailable for this indicator for the Provisional Local Transport Plan. Baseline data has subsequently been collected. However the sample size for tendered services is small and not considered robust enough to establish a baseline figure or set a target. We will review whether additional monitoring can be carried out cost effectively to allow reliable reporting against this indicator
Mode share of journeys to school	The target has been amended to reflect the results of the latest school travel survey which, in accordance with DfT guidelines, now includes car sharing as a mode of travel to school. Journeys undertaken by car sharing have therefore been excluded from the target figure and the baseline year has been updated to 2005/06
Mode share of journeys to work (companies with a travel plan)	This target was adopted during the life of the first LTP following the adoption by the County Council of an Interim Practice Note on Travel Plans for Developers and has been carried forward to LTP2. The indicator monitors the usual mode of travel to work for companies who have introduced a travel plan as part of a s106 planning agreement. Monitoring is on an annual basis.

However difficulties have been experienced in collecting data to report against this indicator, in part due to the time delay (it can take several years between setting targets through the planning process and the requirement for companies to monitor the plans one year post occupation of the site) and also due to a reliance on companies to supply data.

To ensure that we can reliably report progress in this area, we are proposing to introduce an additional indicator to measure the proportion of the workforce in Warwickshire covered by a travel plan. In choosing a suitable alternative indicator we have referred to the list of local indicators included in the LTP2 Performance indicators and targets database. We have also adopted one of the two recommended definitions for the indicator, as listed in the DfT's advice note on Indicators for Second Local Transport Plans. |
| Accessibility | In the Provisional LTP we stated that targets would be set for each of the indicators measuring access to health, employment and education destinations, as expressed by journey times and monitored annually using Accession software.

We have subsequently carried out more detailed work as part of our accessibility assessments and have found a number of limitations which have deterred us from setting targets for certain destination types, as detailed below:

Access to Education – the dataset excludes School and College Transport services and does not therefore adequately reflect the current situation regarding access to education. In these circumstances it was not considered appropriate to set a target.

Access to Health – the dataset excludes transport for specific health purposes e.g. voluntary car schemes and is not deemed to adequately reflect the current situation regarding access to healthcare. In these circumstances it was not considered appropriate to set a target.

For both these areas work is underway to expand the dataset so that it more closely reflects the situation on the ground. Targets may therefore be set in future years. In the interim we will continue to report progress against these indicators in the absence of targets. |

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Indicator / Target area	Amendment and reason for amendment
	Accessibility targets have been set for employment destinations and also for a general accessibility indictor monitoring Access to Main Centres. The latter has been chosen to reflect the role of main centres in providing opportunities to access a range of services and facilities.
Safety	In its 2005 Guidance on Local Transport Plans the Government put forward two sets of standards for casualty reduction targets: 'satisfactory' and 'stretching'. In our provisional plan we stated that we would consider whether the stretching targets are achievable in Warwickshire and acknowledged that commitment from the Highways Agency and the Police would be crucial. In September 2005 we held a joint workshop with the Highways Agency and the Police to discuss the way forward. As a result of discussions we have decided to adopt the stretching targets. Although the stretching targets are hugely challenging, they will save great human misery. The safety strategy set out in the Provisional Local Transport Plan has been adapted and improved to help us meet the challenging targets. In addition, we are seeking to include the stretching target for people killed or seriously injured in our local public service agreement ('LPSA2'). This will help us promote the targets to our partners and the community and will assist in achieving the resources needed to meet them.
Air Quality	In the Provisional Local Transport Plan we set a target to reduce the number of exceedences of the national air quality standards and objectives between 2005 and 2010. We stated that we were carrying out a modelling assessment in support of the Air Quality Strategy to highlight the likely reductions in road traffic required to remove air quality exceedences in the County by 2010. The assessment has concluded that a target of retaining traffic volumes in areas of poor air quality (aside from Coleshill – see paragraph below) at 2004 levels by 2011 is likely to help in achieving compliance with the national air pollutant standards, particularly for NO_2. In Coleshill the air quality problem relates to motorway traffic rather than urban traffic, as with the other four poor air quality areas. Given this, the above target of retaining 2004 traffic volumes by 2010 will not apply to Coleshill.

Table 1.7 Amendments to Indicators and Targets

Targets and Monitoring Tables

Number of bus passenger journeys (all routes) (BV102); No. of bus passenger journeys (Quality Bus Corridor & Quality Bus Initiative routes)

Links to wider objectives

Public transport patronage targets represent a proxy towards the key outcome targets of congestion and accessibility. Meeting targets in these areas will therefore contribute towards the LTP wider objectives of:

- A fairer, more inclusive and accessible transport system;
- A full employment and a strong, sustainable economy; and
- A reduction of transport impact on the environment.

Monitoring methodology and target setting

Indicator:	No. of bus passenger journeys (BV102)
Target	To increase the number of bus passenger journeys to 11.75m by 2010/11
Target type:	Intermediate outcome (mandatory)
Baseline:	2004/05: 11.16m (NB. 2003/04 base has not been used as the method of calculating BV102 changed in 2004/05 and the 2003/04 figure is not comparable)
Horizon:	2010/11: 11.75m
Monitoring methodology	
This indicator uses data collected for the Best Value Performance Indicator (BVPI102) and reports data from bus operators on the number of passengers boarding in the authority area. Reporting for this indicator is annually.	
Target setting	
The target is to increase the number of bus passenger journeys by 5% by 2010/11. In setting the target consideration has been given to recent trends in bus patronage within the County and the ability of the County Council to bring about change given planning guideline funding levels. Over recent years bus patronage levels have been subject to fluctuation due to a number of commercial service withdrawals. Despite this uncertainty in the	

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Indicator:	No. of bus passenger journeys (BV102)
commercial network the overall trend in Warwickshire has been a slight increase in patronage of around 0.85% per annum. This is in part due to the success of Quality Bus Corridor initiatives which have seen patronage increases of between 10-35%. Our target is to maintain this level of growth over the LTP2 period.	

Indicator:	No. of bus passenger journeys (Quality Bus Corridors)
Target	To increase the number of bus passenger journeys on Quality Bus Corridors by 15%
Target type:	Intermediate outcome (local)
Baseline:	2003/04: 100 (indexed)
Horizon:	2010/11: 115
Monitoring methodology	
This indicator uses patronage data collected from bus operators on routes upgraded as part of the Quality Bus Corridors initiative. A comparison with before data gives the percentage increase. Reporting for this indicator is annually for routes upgraded.	
Target setting	
The target is to increase the number of bus passenger journeys on routes upgraded as part of the Quality Bus Corridor initiative by 15%. This target is carried forward from the first LTP, where development of Quality Bus Corridors has shown increased patronage levels of between 11-35%.	

Indicator:	No. of bus passenger journeys (Quality Bus Initiatives)
Target	To increase the number of bus passenger journeys on Quality Bus Initiatives by 10%
Target type:	Intermediate outcome (local)
Baseline:	2004/05: 100 (indexed)
Horizon:	2010/11: 110
Monitoring methodology	
This indicator uses patronage data collected from bus operators on routes upgraded as part of the Quality Bus Initiatives. A comparison with before data gives the percentage increase. Reporting for this indicator is annually for routes upgraded.	
Target setting	
The target is to increase the number of bus passenger journeys on routes upgraded as part of the Quality Bus Initiatives (QBI) by 10%.	

Key actions of local government and partners required to achieve the targets

Local Government

- Continuation of Quality Bus Corridor and Quality Bus Initiatives to upgrade key bus routes;
- Improving the availability of public transport information through provision of information at bus stops and expanding public transport information on the County Council's website;
- Within the network management duty under the Traffic Management Act 2004, to ensure that the day to day management of local highway network allows for the expeditious movement of all highway users, including buses; and
- Continuation of dialogue and exchange of information and views between local bus users, local authority officers and bus operators through area based bus forums to ensure that local needs are reflected in bus service provision.

Local Partners

- Joint investment and promotion of schemes, e.g. Quality Bus Corridor and Quality Bus Initiatives;
- Commitment of the main bus operators within the County to drive up standards on commercial services, including promotion and marketing; and
- Willingness by operators to enter into a bus punctuality performance partnership.

Principal risks to the achievement of the target, and how these will be managed

- Changes to the way commercial services in the County are operated which have the effect of making bus services less attractive to users or potential users e.g. service withdrawals, high fare increases, unreliability and punctuality related to maintenance and staffing levels. By working closely with the main operators in the County (including through a Bus Punctuality Partnership) we will seek to reconcile commercial interests of bus operators with user needs and expectations;

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- Risks associated with traffic and highway conditions, causing difficulties with bus operations and reducing the quality of the bus services on offer. This risk will be managed through the authority's network management duty to minimise disruption on the highway and improve traffic flows. Where works on the highway are planned we will work with operators to ensure that bus users are well informed of any alterations; and
- Lack of willingness by major operators to work in partnership with the authority on joint initiatives.

Bus satisfaction (all services) (BV104) & bus satisfaction (tendered services)

Links to wider objectives

Public satisfaction targets represent a proxy towards the key outcome targets of congestion and accessibility. Meeting targets in these areas will therefore contribute towards the LTP wider objectives of:

- A fairer, more inclusive and accessible transport system;
- A full employment and a strong, sustainable economy; and
- A reduction of transport impact on the environment.

Monitoring methodology and target setting

Indicator:	Bus satisfaction (all bus services) (BV104)
Target	For 53% of all respondents (to a user satisfaction survey) to be satisfied with local bus services by 2009/10
Target type:	Intermediate outcome (mandatory)
Baseline:	2003/04: 45%
Horizon:	2009/10: 53%
Monitoring methodology	
This indicator uses data collected for the Best Value Performance Indicator (BVPI104) and reports satisfaction levels amongst all respondents (bus users and non-bus users) to a satisfaction survey. Reporting for this indicator is triennially.	
Target setting	
The target is to increase satisfaction levels by 8% by 2009/10 (NB. the horizon year has been set to coincide with the triennial survey). In setting the target consideration has been given to past performance in this area and the ability of the County Council to bring about change. Over recent years bus satisfaction levels have remained fairly constant at around 45%. We therefore consider that our target to increase satisfaction levels by 8% is ambitious. With 85% of the bus network in Warwickshire being operated commercially, our ability to achieve this target will depend on close partnership working with bus operators to improve standards.	

Indicator:	Bus satisfaction (tendered bus services)
Target	For 70% of all respondents (to a user satisfaction survey) to be satisfied with local tendered bus services by 2009/10
Target type:	Intermediate outcome (local)
Baseline:	2003/04: 62% (NB. this represents the average of satisfaction ratings for reliability (62%), cleanliness (55%) and driver friendliness (68%))
Horizon:	2009/10: 70%
Monitoring methodology	
This indicator uses data from satisfaction surveys carried out on subsidised services which the County Council is responsible for. Reporting for this indicator is annually.	
Target setting	
The target is to increase satisfaction levels from 62% to 70% by 2010/11. In setting the target consideration has been given to past performance in this area and the ability of the County Council to bring about change. Over recent years bus satisfaction levels on tendered services have shown an increase. Our target to increase satisfaction levels further demonstrates the County Council's commitment to improving the local bus network within Warwickshire.	

Key actions of local government and partners required to achieve the targets

Local Government

- Continuation of Quality Bus Corridor and Quality Bus Initiatives to upgrade key bus routes;

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- Improving the availability of public transport information through provision of information at bus stops and expanding public transport information on the County Council's website;
- Within the network management duty under the Traffic Management Act 2004, to ensure that the day to day management of local highway network allows for the expeditious movement of all highway users, including buses; and
- Continuation of dialogue and exchange of information and views between local bus users, local authority officers and bus operators through area based bus forums to ensure that local needs are reflected in bus service provision.

Local Partners

- Joint investment and promotion of schemes, e.g. Quality Bus Corridor and Quality Bus Initiatives;
- Commitment of the main bus operators within the County to drive up standards on commercial services, including promotion and marketing; and
- Willingness by operators to enter into a bus punctuality performance partnership.

Principal risks to the achievement of the target, and how these will be managed

- Changes to the way commercial services in the County are operated which have the effect of making bus services less attractive to users or potential users e.g. service withdrawals, high fare increases, unreliability and punctuality related to maintenance and staffing levels. By working closely with the main operators in the County (including through a Bus Punctuality Partnership) we will seek to reconcile commercial interests of bus operators with user needs and expectations;
- Risks associated with traffic and highway conditions, causing difficulties with bus operations and reducing the quality of the bus services on offer. This risk will be managed through the authority's network management duty to minimise disruption on the highway and improve traffic flows. Where works on the highway are planned we will work with operators to ensure that bus users are well informed of any alterations; and
- Lack of willingness by major operators to work in partnership with the authority on joint initiatives.

<ins>Bus performance (all services) (LTP5)</ins>

Links to wider objectives

Public transport performance targets represent a proxy towards the key outcome targets of congestion and accessibility. Meeting targets in these areas will therefore contribute towards the LTP wider objectives of:

- A fairer, more inclusive and accessible transport system;
- A full employment and a strong, sustainable economy; and
- A reduction of transport impact on the environment.

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Monitoring methodology and target setting

Indicator:	Bus performance – punctuality for all services (LTP5)
Target	To increase punctuality (less than 1 minute early or 5 minutes late) for all bus services to 90% by 2010/11
Target type:	Intermediate outcome (mandatory)
Baseline:	2005/06: 82%
Horizon:	2010/11: 90%
Monitoring methodology	
This indicator records the percentage of buses departing within a window of 1 minute early and up to 5 minutes late and is measured twice a year using bus punctuality surveys. The methodology for monitoring bus punctuality is in accordance with the guidance issued by the DfT in June 2005 ('Methodology for the Bus Punctuality Indicator (LTP5)'). Data collection allows for punctuality to be measured at start points, intermediate timing points and non-timing points. For frequent service routes punctuality is expressed as average excess waiting time.	
Target setting	
The baseline position for bus punctuality in 2005/06 is 82%. This figure combines recorded measurements of bus punctuality at start points, intermediate timing points and non-timing points. A target of 90% has been set for 2010/11, reflecting the importance of bus punctuality in providing an attractive service for existing and potential customers. Measures to achieve this target will be agreed between the County Council and main bus operators within the County through the bus punctuality performance partnership.	

Key actions of local government and partners required to achieve the targets

Local Government

- Continuation of Quality Bus Corridor and Quality Bus Initiatives to upgrade key bus routes;
- Within the network management duty under the Traffic Management Act 2004, to ensure that the day to day management of local highway network allows for the expeditious movement of all highway users, including buses; and
- Continuation of dialogue and exchange of information and views between local bus users, local authority officers and bus operators through area based bus forums to ensure that local needs are reflected in bus service provision.

Local Partners

- Joint investment and promotion of schemes, e.g. Quality Bus Corridor and Quality Bus Initiatives;
- Commitment of the main bus operators within the County to drive up standards on commercial services, including promotion and marketing; and
- Willingness by operators to enter into a bus punctuality performance partnership.

Principal risks to the achievement of the target, and how these will be managed

- Changes to the way commercial services in the County are operated which have the effect of making bus services less attractive to users or potential users e.g. service withdrawals, high fare increases, unreliability and punctuality related to maintenance and staffing levels. By working closely with the main operators in the County (including through a Bus Punctuality Partnership) we will seek to reconcile commercial interests of bus operators with user needs and expectations;
- Risks associated with traffic and highway conditions, causing difficulties with bus operations and reducing the quality of the bus services on offer. This risk will be managed through the authority's network management duty to minimise disruption on the highway and improve traffic flows. Where works on the highway are planned we will work with operators to ensure that bus users are well informed of any alterations; and
- Lack of willingness by major operators to work in partnership with the authority on joint initiatives.

Rail patronage (local target)

Links to wider objectives

Rail patronage targets represent a proxy towards the key outcome targets of congestion and accessibility. Meeting targets in these areas will therefore contribute towards the LTP wider objectives of:

- A fairer, more inclusive and accessible transport system;
- A full employment and a strong, sustainable economy; and
- A reduction of transport impact on the environment.

Monitoring methodology and target setting

Indicator:	Level of patronage on rail services to, from and within Warwickshire
Target	To increase patronage on rail services to, from and within Warwickshire to 4.76m by 2010/11
Target type:	Intermediate outcome (local)
Baseline:	2001/02: 3.81m
Horizon:	2010/11: 4.76m
Monitoring methodology	
This indicator uses patronage data collected from rail operators. Reporting for this indicator is annually.	
Target setting	
The 2000 LTP set a target 'To increase the number of journeys by rail to, from and within Warwickshire by 15% by 2006 and 25% by 2011'. Good progress has been made towards this target and we are currently on track to meet the 2006 target. With the planned expenditure on rail through the life of the second LTP it is considered that the County Council will have sufficient influence over rail patronage to keep this target and maintain target levels.	

Indicator:	Level of patronage on rail services from Warwickshire to the West Midlands conurbation
Target	To increase patronage on rail services from Warwickshire to the West Midlands to 1.23m by 2010/11
Target type:	Intermediate outcome (local)
Baseline:	2001/02: 0.98m
Horizon:	2010/11: 1.23m
Monitoring methodology	
This indicator uses patronage data collected from rail operators. Reporting for this indicator is annually.	
Target setting	
The 2000 LTP set a target 'To increase the number of journeys by rail from Warwickshire to the West Midlands conurbation by 20% by 2006 and by 35% by 2011'. Good progress has been made towards this target and we are currently on track to meet the 2006 target. With the planned expenditure on rail through the life of the second LTP it is considered that the County Council will have sufficient influence over rail patronage to keep this target and maintain target levels.	

Key actions of local government and partners required to achieve the targets

Local Government

- Opening of Coleshill Parkway; and
- Delivery of the Five Stations Strategy as part of the Rail Strategy.

Local Partners

- Joint investment and promotion of schemes e.g. Coleshill Parkway.

Principal risks to the achievement of the target, and how these will be managed

- Lack of willingness by the rail industry to work in partnership with the authority on joint initiatives.

Change in area wide road traffic mileage (LTP2) & change in journey speeds (local)

Links to wider objectives

Change in area wide road traffic mileage (LTP2) and change in journey speeds represent a proxy towards the key outcome targets of congestion and air quality. Attaining targets in this area will therefore contribute towards the LTP wider objectives of:

- A reduction of transport impact on the environment;
- A full employment and a strong, sustainable economy; and
- A fairer, more inclusive and accessible transport system.

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Monitoring methodology and target setting

Indicator:	Change in area wide road traffic mileage (LTP2)
Target type:	Intermediate outcome
Baseline:	2004 (calendar year): 100
Horizon:	2010 (calendar year): 109 (represents 1.5% annual growth between base and target year)

Monitoring methodology

This indicator monitors the change in area wide vehicle kilometres on local authority managed roads. The indicator will be monitored using data from the National Road Traffic Survey

Target setting

Traffic growth in Warwickshire, expressed as the number of vehicle kilometres (based on National Road Traffic Estimates), has been increasing steadily at approximately 2% per annum (1993-2003 inclusive). This level of growth is thought to be lower than would have occurred without the sustained level of investment in local transport over recent years. Levels of investment over the LTP period will not be sufficient to halt the growth in area wide vehicle kilometres. The planned level of investment in transport schemes and initiatives, combined with a growing population and economy, are expected to increase the growth in traffic by approximately 1.5% per annum. The target for 2011 is therefore a 9% increase in area wide vehicle kilometres compared to 2004 levels.

NB. Where de-trunking takes place over the reporting period, suitable adjustments will need to be made to reported data and to the targets

Indicator:	Journey speeds on main urban highway networks
Target type:	Intermediate outcome (local)
Target:	To avoid congestion causing a deterioration of journey speeds (peak periods) on the local highway network by more than 10% in Warwick / Leamington and Stratford and 5% in Nuneaton, Bedworth, Rugby and Kenilworth
Target dates:	Baseline: 2005/6 Horizon: 2010/11

Monitoring methodology

This local indicator measures journey times (peak periods) on the main urban highway networks as a proxy for local congestion. Monitoring against this indicator will use annual journey runs carried out in each of the main towns. However, other sources of data such as in vehicle tracking devices are becoming available which may provide a more statistically significant measure of journey speeds. The availability of data will be kept under review and when such data is reliable and available at a reasonable cost it may be adopted.

Target setting

The target included in the 2000 LTP for congestion is "To avoid congestion increasing journey times on the local highway network by more than half between 1999 and 2011". Monitoring over the first LTP period has shown that, on average across the County, there has been a slow deterioration in journey speeds. If the trend since 1999 continues it appears that the above target as an average across the County will be easily met.

The Government's 10-year plan for Transport contains a national target to reduce congestion to 2000 levels by 2010. It is unlikely that it will be possible to achieve this target in Warwickshire with the levels of investment likely to be available for schemes that will reduce congestion. However, given the relatively modest levels of congestion experienced in Warwickshire it is considered acceptable that this Government target is not adopted for Warwickshire.

With the evidence available it is not possible to make accurate predictions regarding future journey speeds. However, evidence from urban traffic models suggest that with the interventions planned through integrated transport projects, peak hour journey speeds will continue to deteriorate. The level of deterioration is predicted to vary in different towns. Two different targets have therefore been set; that journey speeds should not deteriorate over the Plan Period by more than 10% in Warwick / Leamington and Stratford and 5% in Nuneaton, Bedworth, Rugby and Kenilworth. When considered against the observed change to date this represents a stretched target compared to that set in the first LTP.

There is no existing data on the scale of congestion caused by road works, moving traffic offences and other events affecting the highway network. It is not possible therefore to set outcome targets for reducing congestion resulting from road works and other incidents. However, the Traffic Manager will develop output targets for incorporation in the Network Management Strategy.

Key actions of local government and partners required to achieve these targets

Local Government

- Improve the management and operation of temporary works in the Highway to reduce the duration and extent of disruption caused;
- Implement park and ride facilities at Bishopton Lane, Stratford and Greys Mallory for Warwick and Leamington Spa;

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- Implement step changes to public transport in the north south corridor through public transport major schemes in Warwick and Leamington and in the Coventry-Nuneaton corridor;
- Introduce ITS in Warwick and Leamington Spa;
- Maintain a substantial safer routes to school programme including school travel plans. A specific initiative to achieve a reduction in congestion in Warwick is creation of park and ride for schools in Warwick;
- Implement a programme of minor junction improvements at congestion hotspots. A list of schemes will be established through public consultation and interrogation of the urban traffic models;
- Construct Rugby Western Relief Route and;
- Construct Stratford Western Relief Road.

Local Partners

- Capacity improvements on local and strategic public transport networks, including improvements at the trunk road junctions at Tollbar End (A45/A46) and Longbridge (M40 J15); and
- With many of the vehicle movements originating from outside Warwickshire, cross-boundary working with adjacent local authorities is needed to promote changes in travel habits.

Principal risks to the achievement of the target, and how these will be managed

- Risks associated with external macro-economic influences such as sharp increases in economic growth or a drop in oil prices which could result in increased levels of traffic growth;
- Risks associated with large new developments which draw movement between areas and change travel patterns. This will be managed through our involvement in the planning process, advising local planning authorities on the likely traffic impacts of proposed developments; and
- Risks associated with the capacity on the public transport network. If capacity is insufficient to cater for demand, this could result in additional vehicle kilometres being made on local authority managed roads. To manage this risk we will work with public transport providers to identify where capacity improvements may be required.

Changes in peak period traffic flows to urban centres (Nuneaton Urban Area) (LTP6)

Indicator LTP6 monitors the change in the number of vehicles travelling towards the centres of urban areas with total populations of more than 100,000. For urban areas which have a total population of more than 100,000, but living in sub-areas each less than 100,000, the indicator is not mandatory if it can be demonstrated that the indicator is not relevant. Within Warwickshire the 'Nuneaton Urban Area' falls within this category. The urban area comprises the population of Nuneaton at 70,721 people and Hinckley at 43,246 (based on 2001 Census data).

This indicator is not deemed to be relevant for a number of reasons:

- The categorisation of the two populations as one 'urban area' is on the basis of the two urban areas being in close proximity to each other. This proximity does not translate to a close interdependence between the two areas, or with Nuneaton (as the larger town) acting as the main centre for the 'urban area';
- Whilst there are travel movements between the two areas (as measured from Travel to Work data), these are not significant when compared to total travel movements into and out of Nuneaton. For example, Travel to Work data shows 2,018 movements from Hinckley and Bosworth to Nuneaton and Bedworth and 2,923 movements in the opposite direction. Of more significance are movements from Nuneaton and Bedworth to Coventry, recorded at 12,148, and from Coventry to Nuneaton and Bedworth, recorded as 4,213; and
- For consistency of monitoring arrangements it is more appropriate to continue with existing arrangements for monitoring traffic flows rather than adopting new procedures to comply with the methodology outlined in the 'Technical Guidance on Monitoring the LTP2 Mandatory Indicators – December 2004' for indicator LTP6. Adopting new procedures to conform with LTP6 reporting requirements would mean that data for Nuneaton could not be directly compared with data for other towns in the County, or with historic data for the town.

As an alternative to adopting indicator LTP6 we are therefore proposing to continue with our current arrangements for monitoring traffic flows for the main towns in Warwickshire (including Nuneaton). This is reflected in the traffic flows indicator listed in the indicators table at the end of this section.

Mode share of journeys to school

Links to wider objectives

Mode share, including mode share of journeys to school, represents a proxy towards the key outcome target of congestion and air quality. Attaining targets in this area will therefore contribute towards the LTP wider objectives of:

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- A full employment and a strong, sustainable economy; and
- A reduction of transport impact on the environment.

Monitoring methodology and target setting

Indicator:	Mode share of journeys to school
Target:	To maintain the proportion of car (sole passenger) journeys to school at 2005/06 levels
Target type:	Intermediate outcome (local)
Baseline:	2005/06: 15%
Horizon:	2010/11: 15%
Monitoring methodology	

This indicator monitors the usual mode of travel to school and is measured on an annual basis using a hands-up survey of local schools. As required by the DfT guidance, the indicator will report separately for children aged 5 to 10 and children aged 11 to 16.

- NB. The monitoring methodology may change in future years if data can be collected via the DfES school census, the DfT's preferred data collection mechanism.

Target setting

Nationally, the proportion of primary aged children who walk to school has declined from 67% to 55% over the last decade, with a corresponding rise in car travel. Similarly, the proportion of secondary pupils walking has declined from 52% to 43%, and the proportion cycling from 6% to 2%. This situation has evolved due to a wide range of complex issues, including parental concerns over child safety/security during the journey to school, rising car ownership, and an increase in the number of mothers working full or part time.

In Warwickshire, the trend is similar to that observed nationally. An annual countywide School Travel Survey has shown a steady increase in car use for school journeys of 1% per year until 2002 to a peak of 40%. In 2003 this figure was reduced to 39%, which may be an indication that measures that have been implemented during the first Local Transport Plan period are starting to influence travel choices. However, it is clearly too early to know whether this is the start of a positive downward trend.

In the 2000 LTP a target was set to "reduce the proportion of school journeys undertaken by car to 33% by 2006 and 24% by 2011". In light of the annual survey described above, it is clear that this target will not be met; indeed the overall trend in car use (1% per annum) shows that it was unrealistic.

An analysis of local survey data has shown that those schools where Safer Routes to School schemes have been implemented during the past five years an overall reduction of 4% in car usage has been achieved. In contrast, schools where no investment has taken place have seen an increase in car journeys to school by 4%. The Countywide target has been amended to reflect these trends.

The target has also been amended to reflect the results of the latest school travel survey which, in accordance with DfT guidelines, now includes car sharing as a mode of travel to school. Journeys undertaken by car sharing have therefore been excluded from the target figure. The target now refers to maintaining the proportion of school journeys undertaken by car (sole passenger) at 2005/06 levels; this is considered stretching given that, with no investment, sole passenger car use for journeys to school could be expected to rise to between 20-25% of trips.

No specific targets have been set for the proportion of children walking, cycling, car sharing or travelling by public transport to school as the primary objective of the target is to reduce the proportion of trips to school by car. However these 'other modes' are included as indicators and will be monitored on an annual basis using the school travel survey.

Key actions of local government and partners required to achieve the target

Local Government

- Continuation of implementation of Safer Routes to School programme;
- Continued promotion of School Travel Plans;
- TravelWise initiatives;
- Walking and cycling measures; and
- Commitment from the Local Education Authority.

Local Partners

Key actions of local partners include:

- Commitment from schools to participate in schemes and initiatives, along with an ongoing commitment to monitoring of school travel through the annual hands up survey; and
- Commitment from parents to consider alternative ways for their children to travel to school.

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Principal risks to the achievement of the target, and how these will be managed

- Monitoring of school travel relies on the goodwill of schools to participate in the annual school travel survey. There is a risk that, due to a high number of pressures on schools, they choose not to participate in the survey. This risk is being managed by further developing links with schools and identifying ways that sustainable travel can be incorporated into the school curriculum. The role of School Travel Plan advisors will be particularly important in managing this risk; and
- There is a risk that the commitment and momentum enjoyed when schemes or initiatives are first implemented will not be sustained, particularly with the inevitable turnover of staff and pupils involved. Ongoing support and encouragement for schools in considering their travel behaviour will therefore be required, e.g. through initiatives such as Walk to School week.

Mode share of journeys to work (for companies with a travel plan)

Links to wider objectives

Mode share, including mode share of journeys to work, represents a proxy towards the key outcome target of congestion. Attaining targets in this area will therefore contribute towards the LTP wider objectives of:

- A full employment and a strong, sustainable economy; and
- A reduction of transport impact on the environment.

Monitoring methodology and target setting

Indicator:	Mode share of journeys to work (for companies with a travel plan)
Target type:	Intermediate outcome (local)
Baseline:	2005/06: 100 (indexed)
Horizon:	2010/11: 80-90 (represents a reduction in car usage of between 10-20% when Travel Plans are adopted for new developments)
Monitoring methodology	
This indicator monitors the usual mode of travel to work for companies who have introduced a travel plan as part of a s106 planning agreement. Monitoring is on an annual basis.	
Target setting	
The target is 'To obtain a reduction in car usage of between 10-20% when Travel Plans are adopted for new developments' (target levels will be set for each site). This target was adopted during the life of the first LTP following the adoption by the County Council of an Interim Practice Note on Travel Plans for Developers. The development of this note highlighted the issues that any target for reduction in car use should vary within defined limits according to the difficulty of the site, as advised by the relevant District/Borough Council. Where the target is not met the occupier will be required to pay a contribution towards sustainable transport in the vicinity of the site or towards measures to reduce or offset actual levels of car usage. In developing appropriate targets consideration was given to: • Evidence of modal shift as a result of travel plans (as indicated in the Department for Transport's Best practice Guide 'Using the planning process to secure travel plans' which states that 'modal shifts of 30% or more are a possibility; 10% to 20% is now clearly evident in the UK'); and • Local surveys which show that, in Warwickshire, 72% travel to work as car drivers at present. There is a requirement for occupiers to carry out monitoring within one month of the occupation date and the first, second, third and fourth anniversaries of that date. The information will be subject to an independent audit.	

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Indicator:	Mode share of journeys to work (for companies with a travel plan)
No specific targets have been set for the proportion of employees walking, cycling, car sharing or travelling by public transport to work as the primary objective of the target is to reduce the proportion of trips to work by car. However these 'other modes' are included as indicators and will be monitored in the annual surveys.	

Indicator:	Proportion of the workforce as a whole covered by travel plans
Target type:	Intermediate outcome (local)
Baseline:	2005/06: To be determined over coming weeks
Horizon:	2010/11: To be determined over coming weeks
Monitoring methodology	
This indicator monitors the number of people who work for companies who have introduced a travel plan as a proportion of the total workforce. Monitoring is on an annual basis through internal records.	
Target setting	
The target is to increase the proportion of the workforce as a whole covered by travel plans by XX% between 2005/6 to 2010/11. The target level reflects the level of improvement in coverage of travel plans over the first LTP period and the anticipated level of resources for this activity in the life of the second Local Transport Plan.	

Key actions of local government and partners required to achieve the target

Local Government

Continued commitment by the County Council and District Councils to secure travel plans through the planning process which include targets to reduce car usage; and

Continued commitment by the County Council to promote travel plans and work with employers to develop initiatives which promote travel by sustainable modes.

Local Partners

Key actions of local partners include:

Commitment from employers to promote alternative modes of travel to their staff.

Principal risks to the achievement of the target, and how these will be managed

The principal risk for this target is that it requires a change in individual's behaviour which can be difficult to achieve. It is hoped that through a combination of promoting alternatives and introducing a financial penalty for occupiers where targets are not met will help to achieve a reduction in car usage.

Cycling trips (annualised index) (LTP3)

Links to wider objectives

The number of cycling trips represents a proxy towards the key outcome targets of congestion, air quality and accessibility. Attaining targets in these areas will therefore contribute towards the LTP wider objectives of:

- A full employment and a strong, sustainable economy;
- A reduction of transport impact on the environment; and
- A Fairer, More Inclusive and Accessible Transport System.

Monitoring methodology and target setting

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Indicator:	Annualised Index of Cycling Trips (LTP3)
Target type:	Intermediate outcome (mandatory)
Baseline:	2004: 100 (indexed)
Horizon:	2010: 100

Monitoring methodology

This indicator measures indicative cycling levels across the authority area, indexed against a baseline year. Trend levels in cycling activity will be monitored using a representative network of automatic cycle counters. A separate indicator will monitor cycling levels on corridors where investment has taken place

Target setting

Cycle use in Warwickshire has been steadily declining for a number of years and mirrors the national decline in cycling levels. From Census surveys cycle use for journeys to work in the County has declined from 5.6% in 1981, to 3.8% in 1991 and to 3% in 2001. This trend has also been observed in data from automatic cycle counters and cordon counts up to 2003/04 and marks a movement away from our stretching cycle target set in 2000 to double cycle use in major urban areas by 2006 and double it again by 2011.

More promising results have been shown from cycle counts in 2004/05, with both automatic counters and cordon counts recording increases compared to the previous year. The latest survey results are welcomed and may indicate that measures implemented during the first Local Transport Plan period are starting to influence travel choices. However it is too early to know whether this is the start of a positive upward trend.

In setting our target for 2010 we have used methodology devised by the English Regions Cycling Development Team (Guidance Notes, March 2005) which considers:

- The existing situation in relation to cycle use (as recorded by Journey to Work 2001 Census data and cycle count data);

- An indication of the overall cycling potential for the area;
- An indication of the increase in cycling levels required to reach the potential; and
- The funding levels indicated by the planning guideline.

Taking the above into account, our target for 2010 is to maintain cycling levels at the 2004 baseline. We consider that this is a stretching target given that the overall trend in recent years has been for a decline in cycling use across the County.

Indicator:	No. of cycling trips on routes upgraded (local indicator)
Target type:	Intermediate outcome (local)
Baseline:	2003/04: 100 (indexed)
Horizon:	2010/11: 105

Monitoring methodology

This indicator measures cycling levels on routes where cycle infrastructure has been put in place. Before and after monitoring will be carried out using automatic cycle counters where possible. Where problems occur in siting automatic counters, manual counts will be taken on a number of days per year (during neutral months)

Target setting

Whilst cycle levels across the County have been steadily declining for a number of years, it is envisaged that on routes where investment is targeted an improvement in cycling levels will occur. As with LTP3, the ERCDT methodology has been used to determine the appropriate target level.

As planned investment in cycle infrastructure broadly reflects where the demand for cycling is greatest (e.g. as expressed by the number of trip generators along a route), the potential for increasing cycling levels in areas where investment is planned is greater than when considered on a countywide basis. A target of increasing cycling levels by 5% has therefore been adopted for 2010/11.

Key actions of local government and partners required to achieve the target

Local Government

- Continued improvements to cycle infrastructure, including through the Safer Routes to School Programme;
- Continued promotion of cycling for utility and recreational journeys; and
- Complementary policies, e.g. traffic restraint, parking policies.

Local Partners

Key actions of local partners include:

- Cycle forums in helping to establish user needs and determining priorities for investment;

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- Major local employers in supporting cycling as a mode of travel for journeys to work; and
- Working with Sustrans to complete routes in Warwickshire which form part of the National Cycle Network.

Accessibility (LTP1)

Links to wider objectives

Improving accessibility is a key outcome target for this LTP and attaining targets in this area will contribute towards the LTP wider objectives of:

- A Fairer, More Inclusive and Accessible Transport System; and
- A full employment and a strong, sustainable economy.

Monitoring methodology and target setting

Indicator:	Access to Employment (LTP1a)
Target type:	Key outcome
Baseline:	2004/05: 86%
Horizon:	2010/11: To be determined over coming weeks
Monitoring methodology	

Changes in access to employment (as expressed by journey times) will be monitored annually using Accession software. The indicator will include measurement of:

- % of a) people of working age (16-74); b) people in receipt of Jobseekers' allowance within 20 and 40 minutes of work by public transport.

In addition, the following indicators will be monitored using Accession software:

Access to education:

- % of a) pupils of compulsory school age; b) pupils of compulsory school age in receipt of free school meals within 15 and 30 minutes of a primary school and 20 and 40 minutes of a secondary school by public transport; and
- % of 16-19 year olds within 30 and 60 minutes of a further education establishment by public transport.

Access to healthcare & healthy food:

- % of a) households b) households without access to a car within 30 and 60 minutes of a hospital (with outpatient's department) by public transport
- % of a) households b) households without access to a car within 15 and 30 minutes of a GP by public transport
- % of a) households; b) households without access to a car within 15 and 30 minutes of healthy affordable food by public transport

Target setting
A baseline position for accessibility indicators has been established using public transport data from October 2005. Target to be determined over coming weeks

Indicator:	Access to main centres (LTP1b)
Target type:	Key outcome
Baseline:	2004/05: 63%
Horizon:	2010/11: To be determined over coming weeks
Monitoring methodology	

In addition to access to employment, a target has been set for improving access to the main service centres for Warwickshire residents. This is in recognition of the role of service centres in providing opportunities to access a range of services and facilities.

Changes in accessibility to main service centres (as expressed by journey times) will be monitored annually using Accession software.

Target setting
A baseline position for accessibility indicators has been established using public transport data from October 2005. Target to be determined over coming weeks

Key actions of local government and partners required to achieve the target

Part 1 - Context and Background 1

Local Government

- Improvements to public transport, cycling and walking to key destinations.

Local Partners

- Greater consideration given to accessibility when planning the location and delivery of services.

Principal risks to the achievement of the target, and how these will be managed

Risks associated with commercial decisions of service providers which worsen accessibility levels, e.g. closure of post offices, centralisation of health facilities. These will be managed by working in partnership with service providers to highlight the benefits of increased accessibility to their sectors and to ensure that accessibility is given greater prominence in any decision making.

Safety (BV99)

Links to wider objectives

Improving safety is a key outcome target for this LTP and attaining targets in this area will contribute towards the LTP wider objectives of:

- To improve the safety and security of people when they are using the transport system; and
- A reduction of transport impact on the environment.

Monitoring methodology and target setting

Indicator:	BVPI99 (i) Total killed or seriously injured casualties; (ii) Child killed and seriously injured casualties; and (iii) Total slight casualties
Target type:	Key outcome (mandatory)
Target:	By 2010, compared with the average for 2001-04: (i) achieve a 30% reduction in the number of people killed or seriously injured (ii) achieve a 35% reduction in the number of children killed or seriously injured (iii) achieve a 10% reduction in the slight casualty rate
Target dates:	Baseline: 2001-04 average Horizon: 2010

Monitoring methodology

This indicator monitors the number of casualties within the County (including motorways and other trunk roads). Reporting is carried out annually for the calendar year using STATS19 returns.

Target setting

The 2000 LTP adopted the national targets for casualty reduction. This target was stretched through the adoption of a Public Service Agreement (PSA) to achieve the Government's 2010 targets a year early by 2009. Good progress has been made over the life of the first LTP and we are currently on track to meet the 2009 targets.

The DfT's guidance on Local Transport Plans (Full Guidance on Local Transport Plans: Second Edition, p100) includes 'stretching' targets which are more challenging than those adopted above. In our provisional plan we stated that we would consider whether the stretching targets are achievable in Warwickshire and acknowledged that commitment from the Highways Agency and the Police would be crucial. In September 2005 we held a joint workshop with the Highways Agency and the Police to discuss the way forward. As a result of discussions we have decided to adopt the stretching targets.

Although the stretching targets are hugely challenging, they will save great human misery. The safety strategy set out in the Provisional Local Transport Plan has been adapted and improved to help us meet the challenging targets. In addition, we are seeking to include the stretching target for people killed or seriously injured in our local public service agreement ('LPSA2'). This will help us promote the targets to our partners and the community and will assist in achieving the resources needed to meet them.

Key actions of local government and partners required to achieve the target

1 Part 1 - Context and Background

Local Government

- Continuation of road safety initiatives, including a focus on education, engineering and enforcement; and
- Complementary policies, e.g. measures to encourage walking and cycling within a safe environment.

Local Partners

- Continued partnership working through the 'Safer Together' partnership with the Police, Highways Agency, health trusts, fire and rescue and the ambulance trust;
- Continued participation in the Casualty Reduction Partnership as part of the National Safety Camera Campaign;
- Continued multi-disciplinary approach to casualty reduction e.g. through the road safety and disadvantage project; and
- Continued commitment from schools (and other organisations) to work with the County Council in promoting pedestrian and cycle awareness training and safe driving.

Principal risks to the achievement of the target, and how these will be managed

- Risks associated with road user behaviour. As most road casualties are caused by the way we behave, our strategy to reduce casualties includes a focus on education and training to highlight risks and help reduce accidents;
- Gaining and maintaining the public's support for the use of safety cameras. Surveys in Warwickshire indicate that there is overwhelming support for the use of safety cameras as part of our strategy to reduce casualties. Ongoing publicity and campaigns will help maintain this position; and
- Changes in traffic growth, in particular groups at higher risk, e.g. motorcyclists. This risk will be managed through campaigns directed at particular groups.

Air Quality (LTP8)

Links to wider objectives

Air quality is a key outcome target for this LTP and attaining targets in this area will contribute towards the LTP wider objectives of:

- A reduction of transport impact on the environment.

Monitoring methodology and target setting

Indicator:	Air quality (LTP8)
Target type:	Key outcome (mandatory)
Target:	To reduce the number of exceedances of the national air quality standards in Warwickshire between 2005 and 2010 by retaining traffic volumes in areas of poor air quality at 2004 levels by 2011
Target dates:	Baseline: 2004/05 Horizon: 2010/11

Monitoring methodology

This indicator monitors pollutant concentrations within Air Quality Management Areas (AQMAs). As there is no suitable methodology for the annual assessment of pollutant concentrations, progress will be measured against the intermediate outcome of traffic flows at key points in AQMAs. The surveys will be carried out for a minimum of two weeks during a neutral period, utilising modern traffic counters attached to a set of inductive traffic counting loops.

Target setting

Air quality across the county is largely of good quality. However there are a few areas where air quality is considered a problem. In some areas Air Quality Management Areas have had to be declared or will soon be declared by the relevant district and borough councils due to predicted exceedences, in all cases, of the UK nitrogen dioxide objective. In each of these Air Quality Management Areas road transport is the foremost contributor to elevated air pollution levels and the main problem in exceeding the nitrogen dioxide objective.

The existing (and potential) AQMAs are located in the following parts of Warwickshire:

Rugby urban area - an AQMA for exceedences of the NO_2 objective came into force across the entire urban area of Rugby in December 2004. This was on the basis of predicted exceedences in a number of town centre locations of the NO_2 objectives (with concentrations of between 40 and 44 $\mu g/m^3$) for the objective year of 2005. Air quality problems in Rugby are directly related to a large number of commuter vehicles and HGVs travelling through the town centre.

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Indicator:	Air quality (LTP8)

Warwick District - there are a number of areas in Warwick District where potential exceedences of the 2005 NO_2 objective are occurring. As a result of this three AQMAs were declared in December 2004 over the following areas:

- **Leamington Spa around Bath Street, High Street and Clemens Street**. The highest predicted concentration at a roadside property is 56.9 $\mu g/m^3$ and the lowest predicted concentration is 49.4 $\mu g/m^3$.
- **Warwick town centre**, where exceedance of the 2005 NO_2 objective have been predicted in High Street, Jury Street, Church Street and Castle Street junction. The highest predicted concentration is at the corner of Jury Street and Castle Street (55.7 $\mu g/m^3$).
- **Barford**, where the highest 2005 concentration (59.1 $\mu g/m^3$) is predicted to occur around Church Street and Bridge Street.

Nuneaton and Bedworth Borough - there is currently a possibility that an AQMA may be declared around Leicester Road Gyratory, Weddington Road/ Old Hinckley Road and Old Hinckley Road/ Leicester Road in Nuneaton and Bedworth Borough. Modelling predicts the highest 2005 concentrations to occur at the junction of Weddington Road and Old Hinckley Road, with a value of 47.8 $\mu g/m^3$. This road network is known to be particularly congested and recent works have been carried out to ease the flow of traffic. It is possible that the ambient air quality in the immediate area surrounding Weddington Road and Old Hinckley Road may improve slightly due to a freer flow of road traffic.

North Warwickshire Borough - declared AQMA for NO_2 at Coleshill, North Warwickshire. This AQMA has been in place since March 2001 and relates to one relevant residential property adjacent to junction 4 of the M6. The AQMA relates directly to traffic on major trunk roads. As such we are not required to set a target for this AQMA.

Our target is to reduce the number of exceedences of the national air quality standards and objectives, between 2005 and 2010. A modelling assessment has been carried out in support of the Air Quality Strategy to highlight the likely reductions in road traffic required to achieve reductions in pollutant levels in the County. The assessment has concluded that a target of retaining traffic volumes in areas of poor air quality at 2004 levels by 2011 is likely to help in achieving compliance with the national air pollutant standards, particularly for NO_2.

Key actions of local government and partners required to achieve the target

Local Government

- Measures to reduce the volume of traffic or to improve the flow of traffic in sensitive areas, including construction of Barford Bypass and Rugby Western Relief Road and the introduction of ITS in Warwick and Leamington Spa.

Local Partners

- Working with the District and Borough Councils to monitor air quality.

Principal risks to the achievement of the target, and how these will be managed

- Risk that treating an air quality problem in a single location will shift the problem somewhere else. To manage this risk an area wide approach to developing solutions will be taken; and
- Difficulty in reaching consensus with residents on appropriate solutions to tackle air quality issues.

Principal road condition (BV223), Non-Principal Classified Road condition, Unclassified Road Condition (BV224a&b) & Footway condition (BV187)

Links to wider objectives

Effective management of our highway asset contributes towards the LTP wider objective:

- To improve the safety and security of people when they are using the transport system.

1 Part 1 - Context and Background

Monitoring methodology and target setting

Indicator:	Principal Road condition (BV223) – percentage of local authority road network where structural maintenance should be considered (previously BV96)
Target type:	Intermediate outcome (mandatory)
Baseline:	2004/05: 27.79%
Horizon:	2010/11: 27.79%

Monitoring methodology

The method of calculating the condition of principal roads has changed in 2004/05, with data derived from SCANNER machine based surveys. Previous years surveys have been undertaken using CVI parameters. Data for 2004/05 cannot therefore be compared with data from earlier years.

Target setting

It is difficult to measure progress for this indicator over the life of the first LTP as monitoring methodologies have changed. However extra funds have been made available in recent years to allow a greater length of carriageway to be treated to improve the overall condition of the network and the most recent figures suggest that the deterioration of principal roads has been or is close to being halted. The sensitivity of figures means that it is difficult to be any more definitive.

A target of no overall deterioration in the principal road condition has been set for 2010/11. This is considered realistic and challenging given planned funding levels.

Indicator:	Non-Principal Classified Road condition (BV224a) – percentage of the local authority non-principal classified road network where maintenance should be considered (previously BV97a)
Target type:	Intermediate outcome (mandatory)
Baseline:	2005/06: Yet to be established
Horizon:	2010/11: To be determined once baseline position is known

Monitoring methodology

A new survey is being introduced from 2005/06 onwards and will be based on mechanised SCANNER surveys. Base data is not yet available.

Target setting

There is no requirement for a target to be set in the full local transport plan submission. Targets may be required when baseline data for 2005/06 is available.

Indicator:	Unclassified Road condition (BV224b) – percentage of the local authority unclassified road network where structural maintenance should be considered (previously BV97b)
Target type:	Intermediate outcome (mandatory)
Baseline:	2004/05: 14.94%.
Horizon:	2010/11: 14.94%

Monitoring methodology

Based on a visual survey of a proportion of the unclassified road network (minimum 25% per year) using either a UKPMS Coarse Visual Inspection Survey (CVI) or a more detailed equivalent visual inspection survey (DVI)

Target setting

The baseline value of 14.94% reflects improvements to the non principal network financed through Prudential Borrowing in 2004/05.

Part 1 - Context and Background 1

Indicator:	Unclassified Road condition (BV224b) – percentage of the local authority unclassified road network where structural maintenance should be considered (previously BV97b)

A target of no overall deterioration in the unclassified road condition has been set for 2010/11. This is considered realistic and challenging given planned funding levels.

Indicator:	Footway condition (BV187) – percentage of footway network where structural maintenance should be considered
Target type:	Intermediate outcome (mandatory)
Baseline:	2004/05: 34.8%
Horizon:	2010/11: 26%

Monitoring methodology

Based on the collection and analysis of Detailed Visual Inspection (DVI) measurements

Target setting

Over the past two years the footway condition has improved reflecting the increased level of investment in footway maintenance. Our target seeks to further improve the condition of footways, due primarily to the introduction of a new maintenance regime. This stretched target reflects our commitment to improving conditions for pedestrians by targeted maintenance to minimise and reduce insurance claims.

The aim is to achieve a 5% improvement each year.

Key actions of local government and partners required to achieve the target

- Continued commitment to maintenance spend; and
- Delivering improvements by ensuring better value for maintenance spend.

Principal risks to the achievement of the target, and how these will be managed

- Weather conditions, e.g. deterioration of the road network through settlement and cracking during dry spells.

Indicators

In addition to the targets set out above, we have adopted a number of indicators for internal purposes to help monitor the success of our mode or topic strategies. These are either outcome or output indicators. Generally targets have not been set for these indicators, except where they reflect programme delivery (e.g. number of QBC initiatives over the plan period). The indicators are listed below, together with the strategy they relate to and how they will be monitored.

Monitoring the Regional Spatial Strategy

The Regional Spatial Strategy sets out a number of regional transport indicators which will be monitored to help track progress against the implementation of transport policies included in the regional transport strategy. The data is co-ordinated by the West Midlands Transport Monitoring and Implementation Panel. These transport indicators have been included in the Local Transport Plan, with cross references to our Local Transport Plan targets where applicable. Where there is no equivalent local target, we will supply relevant data to the West Midlands Transport Monitoring and Implementation Panel for monitoring purposes.

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Mode / topic strategy	Indicator	Monitoring arrangements
Accessibility / Regional Spatial Strategy	Proportion of residents in urban areas and rural areas within 400m of a bus stop and 800m of a rail station (regional target yet to be established)	GIS mapping
Accessibility	Access to Education: % of a) pupils of compulsory school age; b) pupils of compulsory school age in receipt of free school meals within 15 and 30 minutes of a primary school and 20 and 40 minutes of a secondary school by public transport; and % of 16-19 year olds within 30 and 60 minutes of a further education establishment by public transport.	GIS mapping
	Access to healthcare & healthy food: % of a) households b) households without access to a car within 30 and 60 minutes of a hospital (with outpatient's department) by public transport % of a) households b) households without a car within 15 and 30 minutes of a GP by public transport % of a) households; b) households without access to a car within 15 and 30 minutes of healthy affordable food by public transport	GIS mapping
Air Quality	Ensure that air pollutant levels do not exceed national standards in the County where they previously have not	Liaison with District / Borough Councils
Aviation (surface access) strategy	Mode share of trips made by passengers and employees to Birmingham International Airport	Birmingham International Airport
Aviation (surface access) strategy	Mode share of trips made by passengers and employees to Coventry Airport	Coventry Airport
Bus Strategy	Complete 3 Quality Bus Corridor Schemes by 2011	Internal records
Bus Strategy	Complete 2 Inter-Urban Quality Bus Corridor Scheme by 2011	Internal records
Bus Strategy	Complete 3 Quality Bus Initiative Schemes by 2011	Internal records
Congestion	Traffic flows (monitored at outer cordon sites) in following towns: Warwick, Leamington, Kenilworth, Stratford, Nuneaton, Bedworth and Rugby	Automatic traffic counters
Cycling / Safer Routes to School	Journey to school by bicycle	School Travel Survey
Promoting Changes in Travel Habits / Regional Spatial Strategy	Schools with school travel plans (regional target of 100% by 2011)	Internal records
Promoting Changes in Travel Habits / Regional Spatial Strategy	Employees in organisations with Workplace Travel Plans (regional target of 30% of all employees to work in organisations committed to Workplace Travel Plans by 2011)	Internal records
Promoting Changes in Travel Habits	Percentage of car use associated with new development	Company travel surveys
Cycling / Promoting Changes in Travel Habits	Journey to work by bicycle (for those employers with a Travel Plan secured through s106 agreement)	Travel Plan monitoring
Cycling	Number of people cycling into town centres	Biannual cordon counts
Cycling	Number of cycles parked at key locations (town centres, rail stations & other selected sites)	Annual counts
Cycling	Uptake of new cycle map guides	Internal records
Cycling	Number of bridle paths improved through Rights of Way Improvement Plan	Internal records
Maintenance	The condition of the bridge stock	Bridge Condition Index
Parking	Roll out of DPE across Warwickshire	Internal records
Parking / Regional Spatial Strategy	Car parking standards and management – number of: a) Central area public spaces (regional target yet to be established) b) Long stay car parking spaces (regional target to reduce by 1% per annum by 2011) c) Parking spaces at rail stations (regional target to increase by 50% by 2011) d) Park and Ride for town centre spaces (regional target to increase by 100% by 2011)	To be determined

Mode / topic strategy	Indicator	Monitoring arrangements
	e) Strategic Park & Ride spaces (regional target to increase number of spaces by 2000 by 2011)	
Public Transport	Improve accessibility for Warwickshire residents in the Main Urban Areas from a 2005 base of 90% to 95% by 2011	Internal records
Public Transport	Improve accessibility for Warwickshire residents outside the Main Service Centres from a 2005 base of 79% to 85% by 2011	Internal records
Road Safety	Number of adults and children taking part in cycle training within Warwickshire	Internal records
Road safety	Number of children involved in pedestrian skills training	Internal records
Road safety	Number of schools participating in road safety education	Internal records
Taxis & Private Hire Vehicles Strategy	Number of taxis meeting DDA requirements	Liaison with District / Borough Councils
Walking / Safer Routes to School	Journey to school on foot	School Travel Survey
Walking / Promoting Changes in Travel Habits	Journey to work on foot (for those employers with a Travel Plan secured through s106 agreement)	Travel Plan monitoring
Walking	Footpaths and Rights of Way easy to use by the public (BV178)	Best Value monitoring
Walking	Number of people walking into town centres	Biennial cordon counts in main towns

[1]Buckinghamshire, Cheshire, Dorset – rural, East Sussex, Gloucestershire, Hampshire, Herefordshire, Hertfordshire, Leicestershire, Lincolnshire, Norfolk, Northamptonshire, Oxfordshire, Shropshire, Staffordshire, Suffolk, Wiltshire, Worcestershire

1 Part 1 - Context and Background

1 Part 1 - Context and Background

Part 2 - The Core Strategies 2

Introduction

This chapter describes the countywide transport strategy that has been adopted to achieve the overall objectives set out in Part 1 of the LTP. The strategy put forward in this LTP concentrates on the four Shared Priorities for Transport: **delivering accessibility; tackling congestion; improving air quality; and, making roads safer.**

Delivery of these strategies will rely heavily on the various mode and delivery strategies that underlie the LTP. Full versions of the all the strategies are provided in a separate Annex to the LTP (Annex 2) or as individually published documents. They can also be found on the County Council's web site (www.warwickshire.gov.uk).

Annex 2 contains the following strategies:

Aviation (Surface Access) Strategy
Changing Travel Behaviour Strategy
Countryside Strategy
Cycling Strategy
Land Use and Transportation Strategy
Bridge Maintenance Strategy
Highway Maintenance Strategy
Network Management Duty Strategy
Intelligent Transport Systems Strategy
Parking Strategy
Powered Two Wheeler Strategy
Public Transport Strategy
Bus Strategy
Passenger Rail Strategy
Community Transport Strategy
Taxis and Private Hire Vehicles Strategy
Public Transport Interchange Strategy
Bus Information Strategy
Safer Routes to School and School Travel Plans Strategy
Sustainable Freight Distribution Strategy
Walking Strategy

In addition to the four Shared Priority strategies, this chapter discusses the elements for which there are statutory requirements. The requirements for a Bus Strategy and Bus Information Strategy are outlined along with statements concerning the County's progress towards development of a Transport Asset Management Plan and a Rights of Way Improvement Plan.

Quality of Life

Quality of life is made up of a range of different issues, and is included in all four of the Shared Priorities for Transport. These issues include:

- Quality of public spaces and better streetscapes;
- Community safety, personal security and crime;
- Healthy communities;
- Neighbourhood renewal and regeneration; and
- Noise, air quality, climate change and greenhouse gases.

These issues are also addressed in the various delivery and mode-based strategies set out within this LTP.

Climate Change and Transport

Internationally and nationally climate change is widely accepted as one of the biggest threats to the human race.

These concerns are spelt out within the UK Energy Policy (February 2003) and the West Midlands Energy Strategy (December 2004). The UK Climate Impact Programme has been funded for a second five-year programme to further develop understanding and crucially to disseminate the impacts of climate change at an increasingly local level. The revised UK Sustainable Development Framework (March 2005) included 'climate change and energy' as one of it's top

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five priority areas and 2005 sees the UK Government put these issues at the top of its agenda for it's Presidencies of both the G8 Summit and the European Union. There can be no uncertainty that these issues are being taken increasingly seriously.

Travel and the movement of goods, despite the enormous benefits they bring, are one of the biggest and fastest growing contributors to climate change, and are acknowledged as perhaps the most challenging sector in which to achieve carbon dioxide (CO_2) reductions. In Warwickshire, final energy consumption for transport purposes is by far the largest sector as shown in Table 2.1.

Energy Consumption in Warwickshire (Source: Ecotec Research & Consulting Ltd (2005))		
Energy Source	**Total (000 tonnes)**	**%**
Transport	1,864	41.3
Domestic	1,348	30.5
Industry & Commerce	1,387	28.2
		100.0

Table 2.1 Energy consumption in Warwickshire

Across all sectors including transport and travel, there is an enormous task if we are to achieve and exceed national aspiration of 60% reduction in CO_2 emissions by 2050 and avoid some of the consequences of climate change. This is considered technically possible, however the way in which society and the economy operates will need to change substantially over coming decades. Based on the figures given, the CO_2 emissions from transport will need to be cut from 1,864 to 746 thousand tonnes a year by 2050.

The transport infrastructure is and will become more susceptible to the changing climate. Increasingly frequent extreme weather events such as intense rainfall and very hot weather should be expected in addition to gradual increases in temperatures over coming decades. These changes are likely to lead to more incidences of flooding and subsidence (amongst other impacts) affecting the networks, the travelling public and Warwickshire businesses.

There is a potential conflict between increasing choice, opportunity and accessibility with the need to control and reduce transport emissions. The LTP will aim to reduce transport emissions in line with Government policy and stated commitments, whilst ensuring that levels of accessibility are maintained by sustainable modes of transport.

Work already in hand…...

It is recognised that much of the activity Warwickshire has been undertaking in recent years, in particular encouraging modal shift towards increased multi-occupancy of cars, greater use of public transport, cycling and walking all contribute to reducing CO_2 emissions. Working with the Carbon Trust the Council has developed a 'Carbon Management Action Plan' which includes proposals to improve the performance of it's own corporate activities.

During 2005/06, two Climate Change strategies and sets of action plans for Warwickshire are being developed: a 'Low Carbon Energy' (Part 1) and a 'Climate Change Adaptation' (Part 2). These will draw on work undertaken at a West Midlands level and engage a range of stakeholders from the private, tertiary and public sectors. Those involved in the development and implementation of this LTP will be a part of the process.   It is proposed that the County Strategic Partnership will be involved to ensure key partners begin to become actively engaged in moving towards a low carbon future. The Strategic Plan (2005 – 2008) includes an action aimed at reduction of CO_2 emissions from corporate fleet vehicles. This is a good example of how this crucial objective can be delivered through partnership working.

Climate change is still a relatively recent consideration within transport planning and LTPs. The knowledge base and fresh thinking needs to be developed; new areas will need monitoring and pilot projects undertaken both to enhance the learning curve, demonstrate best practice and show leadership. It is anticipated that some funding from within County Council budgets will enable and contribute to this work.

Accessibility Strategy

Introduction

Background

The Social Exclusion Unit (SEU) published a report in February 2003 entitled *Making the Connections* which examined the link between social exclusion, transport and the location of services. The report highlighted that the ability of people to access places of work, learning, health care, shopping, leisure and exercise, and other opportunities can significantly impact on their quality of life, and on their life chances. Schemes and initiatives to improve accessibility can therefore have wide reaching benefits, for example encouraging participation and retention in education, reducing inequalities in health, and helping people move from welfare into work.

The SEU report recommended a strategy for improving accessibility to key services and facilities through the introduction of accessibility planning. Accessibility planning aims to ensure that there is a clearer and more systematic approach to identifying and tackling the barriers that people, particularly those from disadvantaged groups and areas, face in accessing jobs and key services.

The scope of accessibility planning

The County Council, as the local transport authority, is leading on the work on accessibility planning in Warwickshire as a key component of the Local Transport Plan review. Strategies, policies and programmes in the LTP can make a significant contribution to improving accessibility - for example by improving the availability and accessibility of public transport and improving the attractiveness of walking and cycling for local journeys. However, helping to ensure that people can access the services they need and want is not just a matter of improving local transport. Improving the provision of services and developments in more accessible places and ways, and at more accessible times, can have as much impact on accessibility as transport provision. The emphasis of accessibility planning is therefore on engaging with partners who can influence the location and delivery of services – land use planners, health, education and employment sectors – to ensure that accessibility is factored into decision-making to maximise accessibility and its benefits.

This Accessibility Strategy sets out the approach the County Council are taking to improve accessibility for Warwickshire residents. The remainder of this Strategy sets out:

- an overview of accessibility within Warwickshire
- the approach to improve accessibility
- results of the accessibility assessments
- cross-cutting accessibility improvements
- the action plan for delivering proposed recommendations and initiatives
- how the strategy will be monitored

Accessibility within Warwickshire

Accessibility vision

The vision for our accessibility strategy is:

To enable people to reach a range of education, training, employment, healthcare, shopping and leisure opportunities, with a particular focus on improving accessibility for disadvantaged groups and areas

Our vision recognises that, to enjoy a balanced lifestyle and to take advantage of opportunities which arise, people need to be able to access a wide range of facilities. However, as highlighted by the Social Exclusion Unit's report *Making the Connections*, a number of barriers serve to limit access to opportunities. The nature of these barriers and their influence in a Warwickshire context is outlined below.

Barriers to accessibility

- ***The availability and physical accessibility of transport -*** limitations imposed by the geographical and time of day coverage of public transport services, or the ability to physically access public transport vehicles. Within Warwickshire there are varying levels of public transport service across the County. Whilst the main urban areas are relatively well served by public transport, many rural or edge of town areas have only minimum public transport service levels, limiting the opportunity for local communities to travel to services and facilities outside their local area. The problem is particularly acute for remote rural areas and for travel in the evenings or on Sundays.

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- *Cost of transport* – for some people the costs of personal or public transport are very high or unaffordable. Bus fares have risen by nearly a third since 1985. Motoring costs account for 24 per cent of the weekly expenditure of households in the lowest income quintile who have cars. There is a local perception within Warwickshire of increasing costs for public transport use, with the Citizens' Panel Survey indicating that nearly half (48%) of respondents considered that the cost of public transport had increased over the last 5 years, whilst 17% considered that costs had stayed the same.

- *Services and activities located in places inaccessible by public transport or at some distance* – the increasingly dispersed patterns of development for key services and job opportunities serves to limit accessibility for those without access to a car. In Warwickshire the development of out-of-town shopping centres, business and industrial parks has resulted in longer journey distances to access services and facilities. Such developments tend to be designed around the needs of the car and can be difficult to serve efficiently by public transport or access on foot or by bicycle. In addition a loss of rural services and centralisation of some health services has resulted in services being harder to reach for local communities.

- *Safety and security* – crime and fear of crime can deter walking, cycling and the use of public transport. Similarly, the perceived safety and security of parking may deter people from travelling by car to certain destinations. The recent Citizen's Panel Survey indicated that only 5% considered that there had been an improvement in safety on public transport over the last 5 years; 28% thought it had got worse and 31% thought safety had stayed the same.

- *Travel horizons* – people may be reluctant to make journeys that require longer distances or journey times, or interchange. Inconsistency in the provision of public transport information and poor integration of public transport services (including ticketing) can contribute to a reluctance to make longer or more complex journeys by public transport. Findings from a recent Citizens' Panel Survey (June 2005) indicate the extent to which the above factors limit peoples' ability to access key destinations - the workplace, healthcare (GP surgery or hospital), supermarkets and educational institutes such as schools, colleges or learning centres. A summary of the findings is presented in Figure 2.1 below.
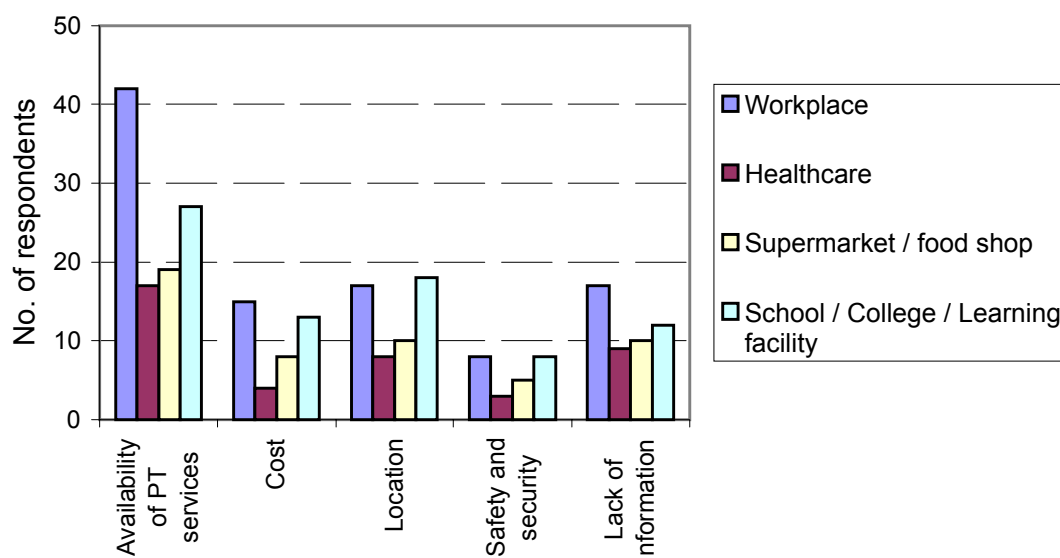
Figure 2.1 Factors that slightly / severely limit respondents access to specified locations

Although the overall view is mixed, the availability of public transport services is the main factor which limits panel members accessing each of the list of services to any extent. Location of facilities and lack of information are listed to a lesser extent.

The effect of these barriers is not felt uniformly but varies by type of area (for example urban or rural) and for different groups of people, such as those on low incomes, older people, younger people, disabled people (including mental health problems), people with illnesses, women and people from ethnic communities. The influence of these factors in different areas and for different groups is explored in more detail in sections 2.3-2.5 below.

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Lack of access to a car can also severely limit access to opportunities and is considered to be one of the major transport problems in Warwickshire (Warwickshire Citizens' Panel Survey, April 2004). The problem has not decreased in recent years, with most of the recent growth in car ownership coming from households acquiring second or third cars. Hence, the proportion of households without access to a car has remained relatively stable.

Geographical variation in barriers

Results from the recent Citizen's Panel Survey (June 2005) reveal:

- A greater percentage of respondents from North Warwickshire state that the barriers severely limit or limit their ability to access services. This is particularly significant in relation to the availability of public transport services for journeys to work, education and food shopping, the cost of transport to education, the location of education and lack of information for journeys to work and education.
- Stratford District has the second highest percentage of respondents stating that the barriers severely limit or limit their ability to access services. This is most notable in relation to the availability of public transport services, cost of travel, location of services and lack of information.
- Respondents from Nuneaton and Bedworth identified the availability of public transport as the most significant barrier, particularly for journeys to work and education. To a lesser extent the cost of travel and the location of services were identified as barriers, again most notably for journeys to work and education.
- The most significant barrier in Rugby Borough is the availability of public transport services, in particular for journeys to work and education. To a lesser extent the location of services was identified as a barrier, most notably for journeys to work.
- Respondents from Warwick District identified the availability of public transport as the most significant barrier, particularly for journeys to work and education.

Socio-demographic influences on accessibility

Socio-demographic data enables the identification and location of different groups of people who may be at a higher risk of social exclusion due to the limitations of poor access to services and facilities. Specific groups considered include:

- Elderly people (over the age of 65)
- People of working age (16-74)
- People without access to a car
- People with a Limiting Long Term Illness (LLI)
- Low income population (Job Seekers Allowance claimants)

Key points about each of these population groups along with location specific information is highlighted in Table 2.2 below.

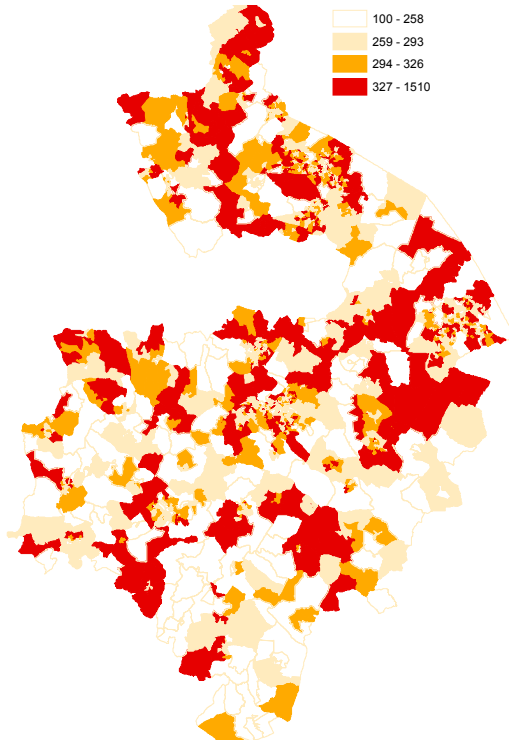| Demographic Group	Key Points	Location Specific Information
Elderly people (over the age of 65)	Just over 16% of Warwickshire's population is over the age of 65. It is important that elderly people are taken into account in the strategic mapping audit as financial constraints and mobility issues may be significant factors within this age group. Importantly, the number of people aged 65-74 is forecast to increase by 44% in Warwickshire by 2021 whilst the population aged over 85 is forecast to increase by a massive 74.2%.	Stratford District (a rural/semi rural district) has an older age profile than other Warwickshire districts, with over 18% of the total population aged over 65. Conversely, only 14.8% of Nuneaton & Bedworth's population is aged over 65.
People of working age (16-74)	There are approximately 369,000 people aged 16-74 in Warwickshire, representing approximately 73% of the total population. It is vital that this age group is taken into account in the accessibility assessments as limits on access to education and employment may have a significant affect on life chances now and in the future.	Warwick district has a slightly higher proportion of the population who are of working age (76%) when compared to the county overall.
People without access to a car	People without access to a car may not be able to access key services quickly and easily; they are reliant on public transport and thus may be at significant risk of suffering social exclusion. This is especially true if key services are not available within the local vicinity or the area is poorly served by public transport.	Levels of car ownership in Warwickshire are higher than on a regional or national basis. Just under a fifth of Warwickshire households do not have access to a car. This is significantly lower than the national (27%) and regional (27%)

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Demographic Group	Key Points	Location Specific Information
		figures. There are hotspots of low levels of car ownership across the county, notably in Nuneaton & Bedworth and Rugby borough.
People with a Limiting Long Term Illness (LLI)	The Limiting Long Term Illness (LLI) dataset is derived from the 2001 Census and can be used as a suitable proxy for disability. Approximately 17% of Warwickshire's population has a LLI, and this proportion is likely to increase, as Warwickshire's age structure grows older.	The health of Warwickshire's population is generally good when compared at a national basis. However, there are hotspots of poor health throughout the county, notably in North Warwickshire and Nuneaton & Bedworth, and to a lesser extent, Rugby.
Low income population (Job Seekers Allowance claimants)	The number of people who are in receipt of Jobseekers Allowance (JSA) provides a good proxy for identifying people out of work. As of August 2005 the unemployment rate in Warwickshire was just 1.5%.	The unemployment rate in Warwickshire is significantly lower than that at a regional level (3.0%) and at a national level (2.4%). The unemployment rate in Nuneaton & Bedworth borough stands at 2.6% (Aug 05), which is significantly higher than the county average. Pockets of high unemployment also exist in Rugby, Warwick District (small parts of Leamington-Spa and Warwick) and Stratford-on-Avon.

Table 2.2 INSERT CAPTION

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Figure A; Number of People per Census Output Area (COA)

	100 - 258
	259 - 293
	294 - 326
	327 - 1510

Figure B; % Population aged 16-24 by COA
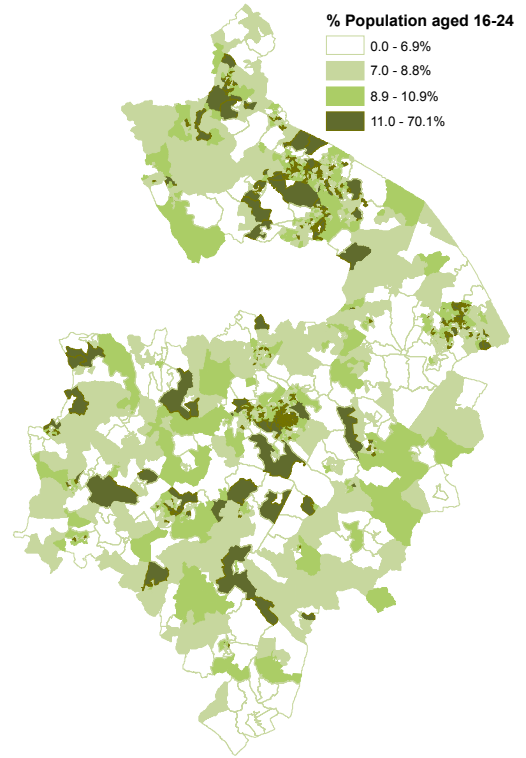
% Population aged 16-24

	0.0 - 6.9%
	7.0 - 8.8%
	8.9 - 10.9%
	11.0 - 70.1%

Figure C; % Population aged 16-74 by COA
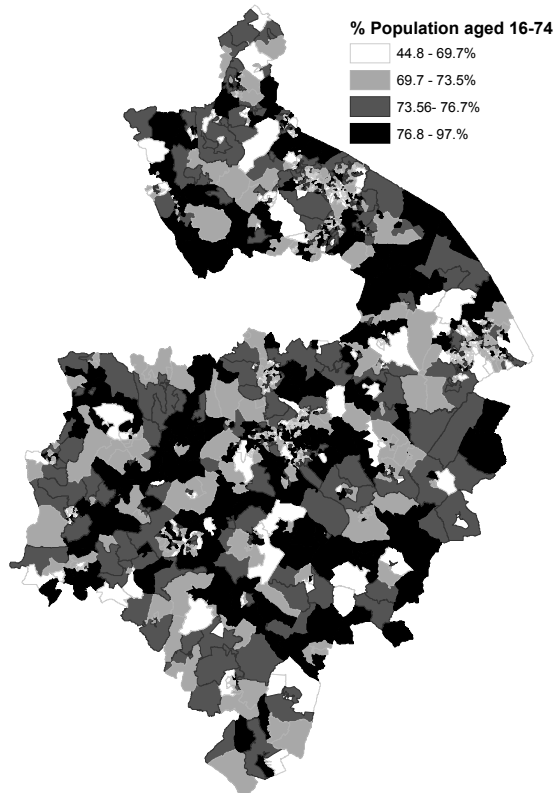
% Population aged 16-74

	44.8 - 69.7%
	69.7 - 73.5%
	73.56- 76.7%
	76.8 - 97.%

Figure D; % Population aged 65+ by COA
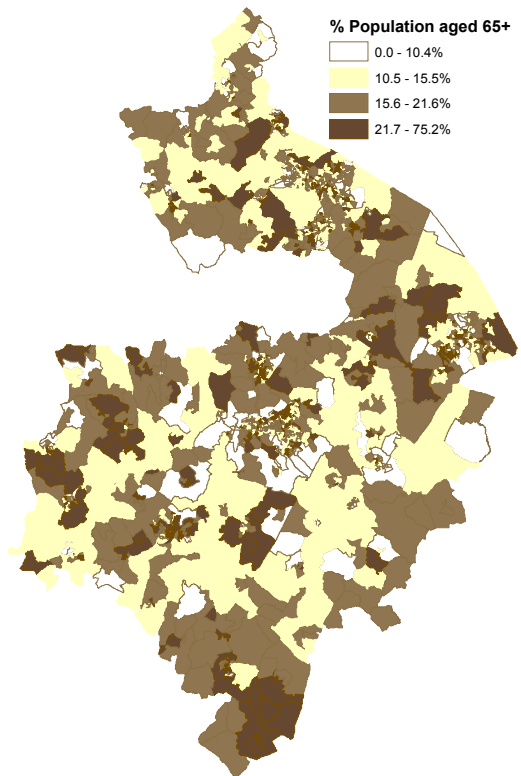
% Population aged 65+

	0.0 - 10.4%
	10.5 - 15.5%
	15.6 - 21.6%
	21.7 - 75.2%

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Figure E; % Population without Access to a Car/Van by COA
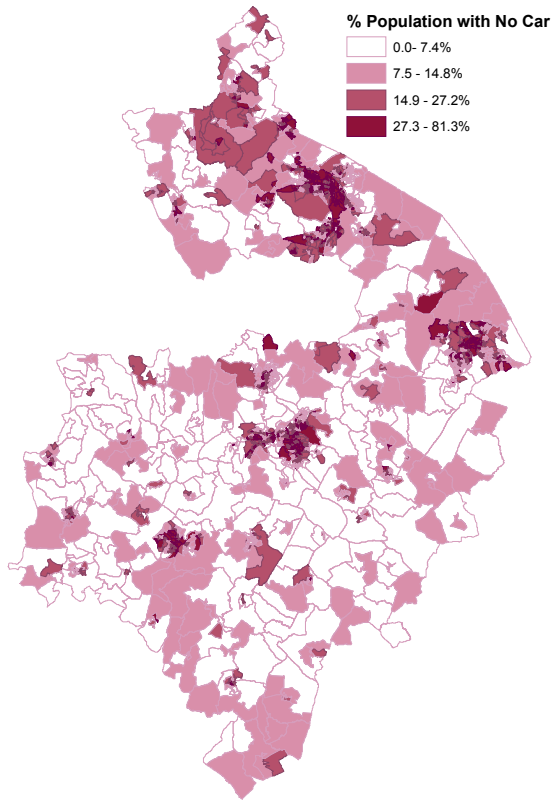
% Population with No Car
- 0.0- 7.4%
- 7.5 - 14.8%
- 14.9 - 27.2%
- 27.3 - 81.3%

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Figure F % Lone Pensioner Households by COA
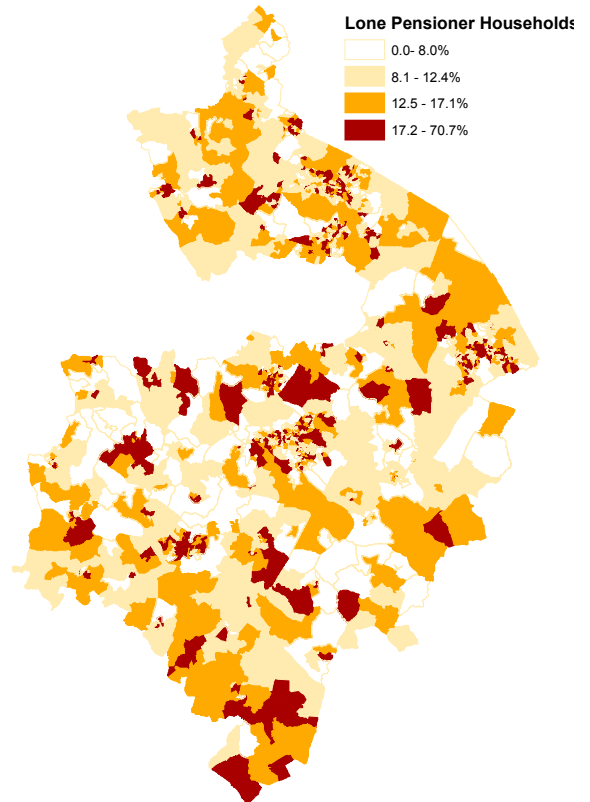
Lone Pensioner Households
- 0.0- 8.0%
- 8.1 - 12.4%
- 12.5 - 17.1%
- 17.2 - 70.7%

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Figure G % Population with a Limiting Long Term Illness by COA

% Population with a LLI
- 2.1 -12.5%
- 12.6 - 16.1%
- 16.2 - 20.6%
- 20.7 - 59.4%

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Rural/Urban Warwickshire

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Using the Office of National Statistics Urban/Rural classification, it is evident that a third of Warwickshire's population live in rural Warwickshire, with 18% of the population living in villages, hamlets of isolated dwellings. Significantly, over 22% of people aged 60 and over live in rural Warwickshire and nearly a quarter of these people live in hamlets of isolated dwellings. Although almost half of households in rural Warwickshire own two or more cars access to key services can still be problematic, especially for those without access to a car for all or part of the day.

Figure H. Rural/Urban Classification for Warwickshire

Hamlet & Isolated Dwelling
Village
Town and Fringe
Urban >10K
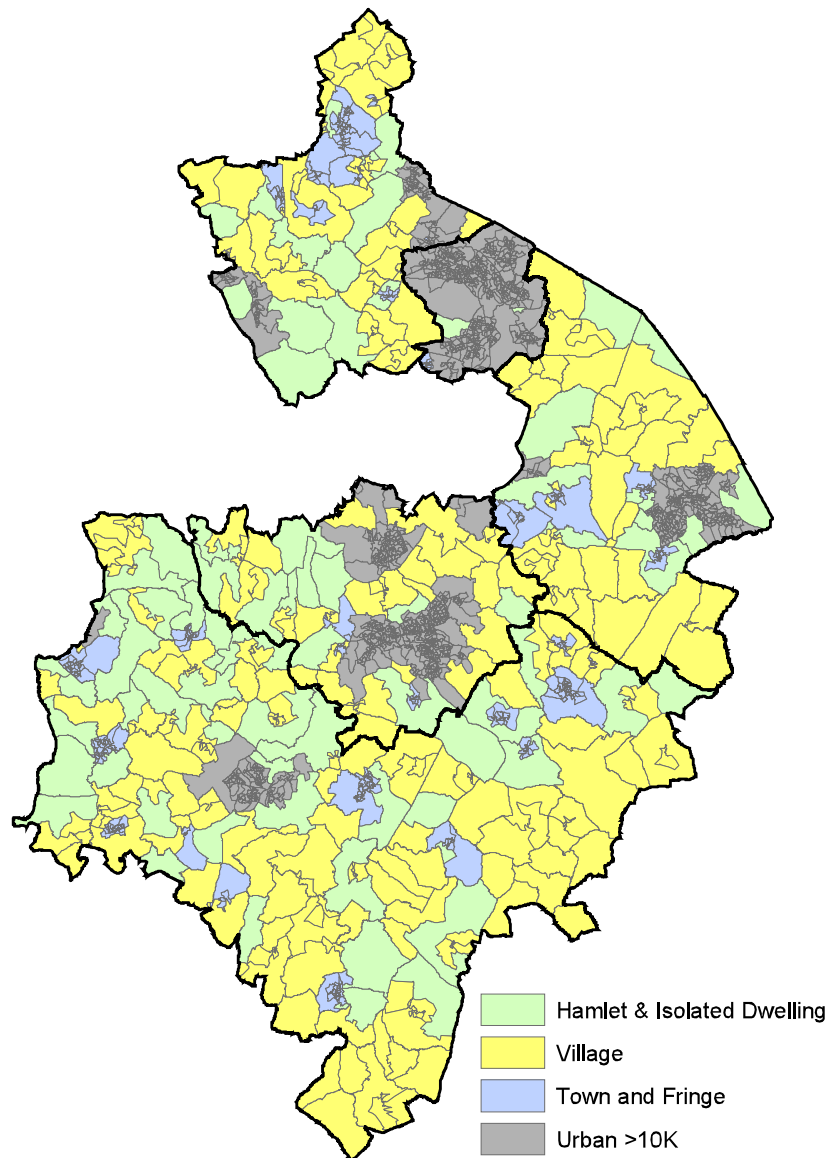
Disadvantaged Communities

Despite Warwickshire's overall prosperity and strong economic performance there are significant inequalities that exist across the County with a number of communities, often in specific localities, experiencing deprivation and disadvantage. Whilst higher levels of deprivation exist in the north of the county, even within generally more prosperous southern districts, pockets of disadvantage exist, compounded by the physical and practical problems of lack of transport and support services, and of limited employment opportunities outside the main towns.

The Office of the Deputy Prime Minister's Index of Multiple Deprivation 2004 (IMD 2004) provides the most detailed and comprehensive measure of deprivation and disadvantage to date. It reveals:

- Two areas within Nuneaton & Bedworth feature within 10% most disadvantaged in England.

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- Of the 37 Warwickshire areas in the worst 30% nationally, 26 are within Nuneaton and Bedworth, 4 within Rugby, 5 within Warwick and 2 within North Warwickshire.
- The IMD 2004 also measures the disadvantage rural communities can experience in terms of the accessibility of key services and access to affordable housing. Five Warwickshire Super Output Areas feature in the 1% most deprived areas for access to services and housing in England. These areas are all in Stratford and Warwick districts, reflecting a lack of affordable housing and dispersed nature of many key services.

Figure I. 10%, 20% and 30% Most Deprived SOAs in England
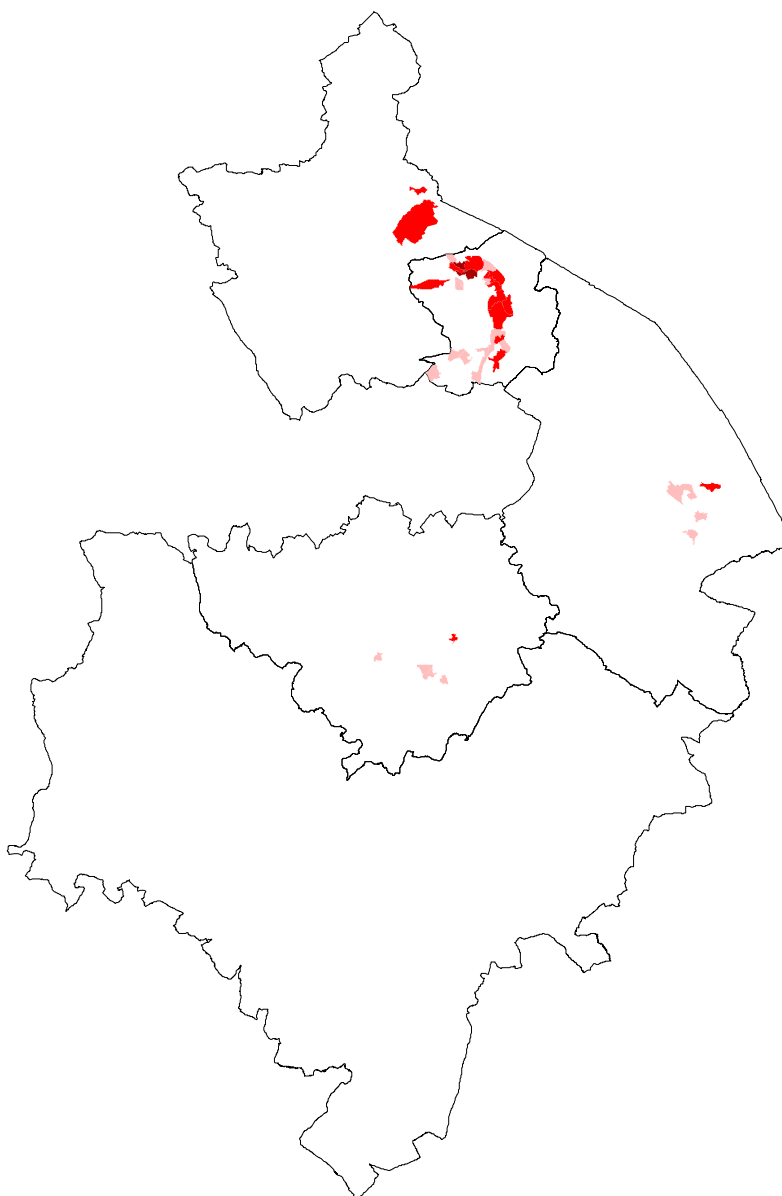
Source: ODPM Index of Multiple Deprivation 2004

Cross-boundary issues

Warwickshire has extensive external administrative boundaries with the West Midlands conurbation (specifically Coventry and Solihull) as well as to the Shire Counties of Staffordshire, Derbyshire, Leicestershire and Northamptonshire to the north and east and Oxfordshire, Gloucestershire and Worcestershire to the south and west. In terms of accessing jobs and services significant cross-boundary movement occurs, most notably towards the Metropolitan Area.

Work on the modelling of cross-boundary movements is progressing as authorities across the West Midlands Region begin to develop working arrangements to share data. However a number of issues have already been highlighted via consultation with partners and through the development of our evidence base. For example 2001 census information shows almost 30,000 workers a day commuting into Coventry from the surrounding districts, particularly from adjacent Nuneaton & Bedworth, Warwick / Leamington and Rugby, while the reverse movement is also strong with almost 18,000 people travelling daily from Coventry to Warwickshire. There are also several cross-boundary movements for access to hospitals, with a number of patients travelling between Coventry and Rugby as the hospitals provide different services. Similarly, in the south of the County many residents travel to the Alexandra hospital in Redditch for treatment.

Work will continue to develop both partnerships and an analytical base to progress cross-boundary working throughout the LTP2 period.

Approach to Improve Accessibility

Approach to improving accessibility

To achieve our accessibility vision the County Council will focus on reducing or removing barriers that serve to limit access to services, with a particular emphasis on those groups and areas who are most affected by them. The following objectives have been developed to support our accessibility vision:

- To promote a transport system within Warwickshire that improves access to key services and facilities for all;
- To promote accessibility as a key consideration when making decisions on the location of new services and facilities;
- To promote the delivery of services in ways which can contribute towards improved accessibility;
- To achieve improvement for all, but with the fastest improvement for the most deprived.

A five-stage process (as recommended in the accessibility planning guidance) is being undertaken to support these objectives:

- Strategic accessibility assessment
- Local accessibility assessments, focused on priority areas, groups and issues
- Option appraisal and identification of resources
- Accessibility action plan development
- Monitoring and evaluation

More detail on each stage is outlined below and summarised in Figure 2.2.
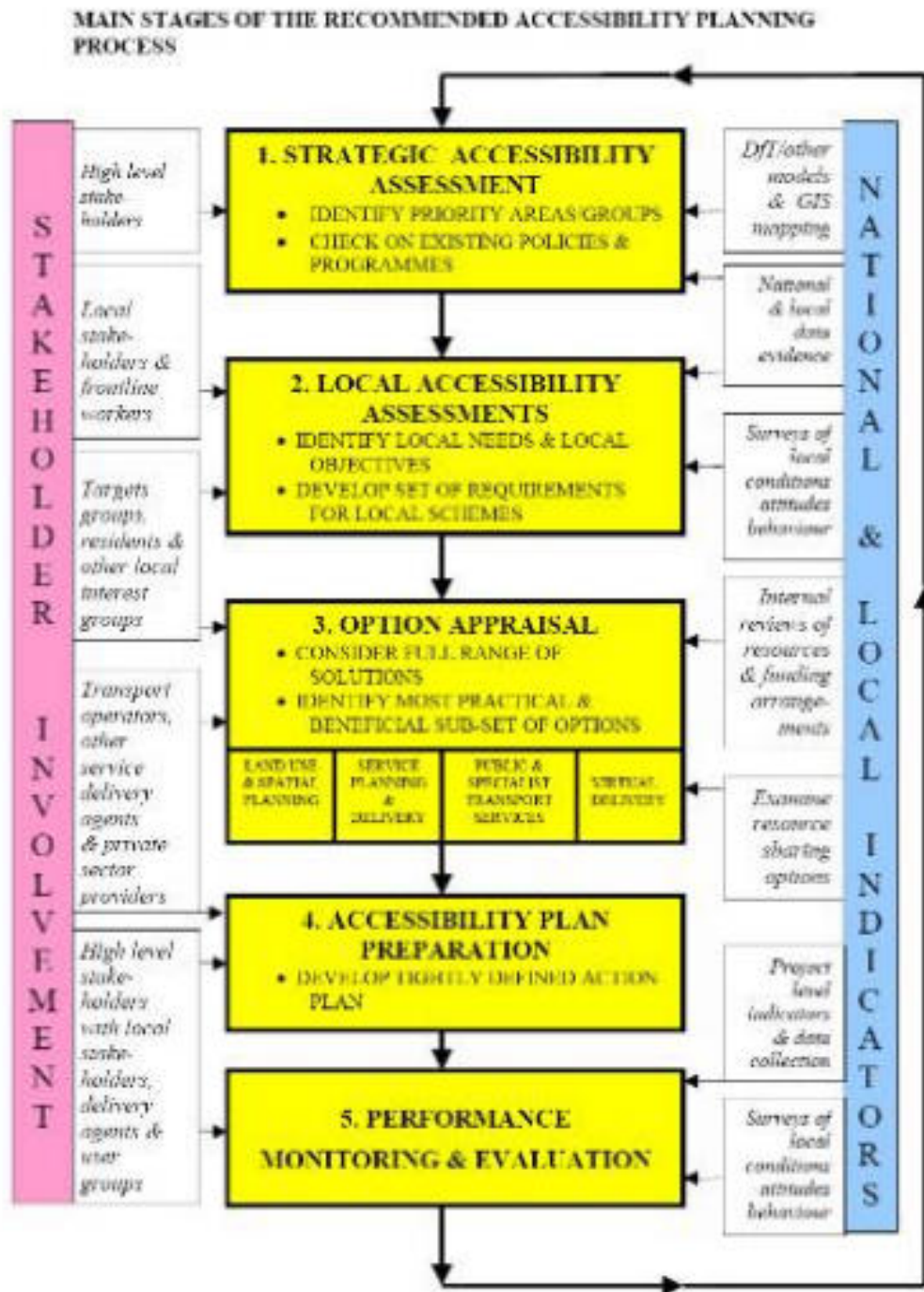
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Figure 2.2 Main stages of the recommended accessibility planning process

This process will provide an **improved evidence base** which will enable a greater understanding of accessibility needs across the area and the delivery of the most cost-effective ways to tackle these needs.

An important part of the success in meeting our accessibility vision is the active engagement of the appropriate sectors and partners. The strategy therefore recognises the need for **improved partnership working** to maximise opportunities to improve accessibility, and the involvement of partners will be crucial throughout the above stages. Our approach for engaging with partners is outlined in section 4.2.

Stage 1 & 2: Accessibility assessments

A **strategic accessibility assessment** has been carried out to highlight those areas or groups of people who currently experience the lowest levels of accessibility in relation to the access to work, access to health (including healthy food) and access to education and training. For each theme the strategic assessment has combined:

- a mapping exercise using Accession software (of origins and destinations and availability of transport between the two)
- a policy review to identify any implications for accessibility
- a review of existing evidence
- consideration of socio-demographic and geographical influences on accessibility

The strategic assessment enables accessibility to key services across the county to be examined in a systematic and objective way. The mapping exercise has been carried out using Accession, a mapping software tool that enables access by both public and private transport to be measured, from specified origins to specified destinations. Comparisons can be made over time and between different geographical areas.

The outcome of the strategic assessment has been used as a basis for discussion with main partners and has resulted in a series of actions being prioritised for each theme (detailed in section 6). In determining priorities consideration has been given to where:

- disadvantage is greatest or there are concentrations of people at risk of social exclusion; and
- the accessibility of a single service or combination of services is poorest;
- accessibility improvements are likely to make the greatest contribution to delivering the authority's wider objectives, and those of the strategic level partnership.

Some of these actions require more detailed **local accessibility assessments** to be carried out, including undertaking additional mapping of local issues and the investigation of possible solutions arising from the Stage 1 work. The local assessments and actions will be overseen by a partnership appropriate to the priority, and will be phased through the lifetime of this Local Transport Plan period (2006-2011).

Stage 3: Option Appraisal and Identification of Resources

Having identified specific local priority areas, groups and activities through the accessibility assessment, a range of potential solutions to address these problems will need to be considered. This will be undertaken with partners so that the broadest possible range of solutions can be looked at and any practical barriers to delivery identified from the outset.

A number of factors will be considered when appraising and selecting options:

- the impacts (benefits and disbenefits) of proposed actions and their appropriateness for meeting local needs;
- the barriers to implementation that exist for the proposed action;
- the resources available to support the proposed action; and
- the stakeholders necessary to take forward the proposed action.

Where appropriate, the accessibility software will be used to compare the impacts of particular interventions. However it is recognised that consideration of travel time issues alone is not necessarily appropriate. Other factors, such as safety, travel cost, readily available easy to understand information, or frequency of service may be equally, if not more, important. The involvement of partners and targeted consultation with local communities in option appraisal will help to ensure that any planned actions address the actual problems experienced by affected people.

The availability of resources is likely to be one of the most significant barriers and opportunities for determining whether it is practicable to develop individual actions. When considering what resources are available to implement actions, a broad view of resource availability will be taken, including staff resources, skills, locations and vehicles as well as funding across partners.

Proposed actions are likely to call on existing budgets as much as utilising new funding opportunities. In this respect the County Council will explore the possibility of efficiency gains, for example, whether integration between the forms and functions of transport across local authority departments (transport, social services and education) could lead to better accessibility and better use of resources.

In addition to maximising the benefits of existing transport funds, where it can be demonstrated that accessibility interventions are key to the successful delivery of the authority's wider policies and objectives, consideration will be given to setting up an 'accessibility pot' – made up of pooled resources from across Departments – to fund joint solutions.

Stage 4: Delivery

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The phased approach of carrying out accessibility assessments and reviewing options and resources will enable an action plan to be drawn up to tackle local accessibility problems. This will include consultation with partners and communities to determine the specific types of initiatives that are most appropriate for tackling local accessibility problems. The types of mechanisms that might be identified for delivering improved accessibility through action plans focus on three main areas:

1. **Travel to services** – improving travel to services, including the availability, accessibility, affordability and acceptability of public transport; the attractiveness of walking and cycle to local destinations; and the role of parking provision, in particular the availability of parking for disabled users and the adequacy of short stay parking
2. **Location of services** – role of service providers and land-use planning in ensuring the location of new service provision in accessible places
3. **Service delivery** – approaches such as taking services nearer to the people (e.g. mobile services) or providing some services through other means which avoid the need to travel (e-govt, internet shopping) and improving access of other sorts (e.g. use of language)

A number of policies have been developed under each of these headings to provide an overall framework for delivering cross-cutting accessibility improvements. These are detailed in section 5.

Stage 5: Monitoring and evaluation

To evaluate the effectiveness of this strategy in meeting our accessibility objectives, we will monitor the change in accessibility levels (as expressed by journey times) for access to the following key services and facilities:

- access to healthcare and healthy food
- access to education
- access to employment

In addition project specific targets will be developed where appropriate.

Partnership approach

As stated previously, helping to ensure that people can access the services they need is not just a matter of improving local transport, but also of improving the provision of other services and developments in more accessible places and ways, and at more accessible times. Engaging with relevant partners is therefore crucial to our success in meeting accessibility strategy objectives. Where possible, existing partnerships are being used to pursue accessibility objectives within Warwickshire.

Countywide partnership

On a strategic level, engagement is through the Warwickshire Strategic Partnership (the Countywide Local Strategic Partnership). An Accessibility project group has been set up as a sub-group of the Transport Theme Group to ensure that the aims of accessibility planning are supported. Activity of the project group is divided between two areas:

A core accessibility group – represented by a small number of Warwickshire County Council officers. The group's remit is to ensure that the aims of accessibility planning are supported by:

- ensuring there is a clear process and responsibility for identifying groups or areas with accessibility problems;
- ensuring that the development and delivery of LTP2 is informed by improved information on barriers to accessibility and solutions to remove or reduce these barriers;
- engaging with other agencies to ensure that the widest range of solutions to accessibility problems can be considered

A 'virtual' wider partnership group – including representatives from partner organisations and agencies represented on the Warwickshire Strategic Partnership (health, education, employment and community sectors as well as relevant officers from District/Borough councils e.g. land use planning officers). Representatives are engaged by the core accessibility group on an 'as and when required' basis to assist with accessibility planning work. To date this has included consultation on the development of the Accessibility Strategy and providing details of work or partnerships that can assist with accessibility planning.

Theme specific partnerships

In addition to engagement with partners at a strategic level, the County Council are working with partners to consider accessibility issues relating to specific themes. This is being progressed through existing partnerships, including:

- Health and Wellbeing Partnership (for access to health and healthy food)

- Travel to Learn Partnership (for access to education); and
- Jobs Strategy Group (for access to employment).

Specific involvement of partnership groups has included: helping to identify accessibility issues (and providing a reality check on data sources already available); agreeing priorities within different sectors; and helping to identify solutions and their role in delivering these solutions. Further detail on partnership membership and engagement is outlined in section 4.

Links with wider objectives

Links with County Council and corporate objectives

Improving accessibility has an integral role to play in helping to meet the wider vision and objectives of the authority and its partners. As outlined in Part 1 of this LTP, the County Council's Vision and corporate objectives are set out in the Corporate Business Plan for 2005-2008. Five corporate objectives set out the long term aspirations to achieve the vision of '*Making Warwickshire the best place to live and work*'. The objectives are as follows:

- To promote lifelong learning and personal development;
- To promote the health and social care of our citizens;
- To improve the environment (including through the preparation of a countywide Local Transport Plan);
- To reduce crime and improve safety of the community;
- To develop and maintain a vibrant local economy which promotes employment and prosperity for all.

Improved access to key services and facilities can help meet all 5 of these corporate objectives by:

Lifelong learning and personal development –

- Making it easier for people to get to schools, colleges and libraries, encouraging participation and retention in education

Health and social care of our citizens –

- Reducing inequalities in health by ensuring that those most in need can access health services, ensuring that appointments are not missed and that medical help is sought at an early opportunity;
- Bringing about health benefits by enabling people to access and participate in everyday activities;
- Encouraging healthier lifestyles by improving access to leisure facilities, improving opportunities to walk and cycle and improving access to a healthy diet

Improve the environment –

- reducing the dependency on car journeys by offering more travel choice through improvements to public transport, walking and cycling
- reducing the need to travel by relocating services and facilities closer to where they are needed and delivering services in ways which avoid the need to travel

Reduce crime and improve safety of the community –

- improving accessibility includes considering the safety of people whilst travelling; helping to ensure that people feel safe whilst making journeys on foot or by cycle, or whilst waiting or using public transport.

Vibrant local economy which promotes employment and prosperity for all –

- making it easier for people to travel to jobs, helping people to move from welfare into work

Similar themes have been adopted in The Strategic Plan for Warwickshire 2005-2008, ensuring commitment from a wide range of stakeholders and the local community. Principles and actions included in the Plan which directly support the delivery of accessibility objectives include:

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Community Plan Theme	Objective and Action	Link to Accessibility Strategy
Housing Affordability	LPSA2 - We will improve streets for people by improving our street scenes in specific targeted areas through lighting, graffiti cleaning etc and reducing the number of antisocial behaviour and nuisance incidents	Safety when travelling
Jobs, Skills and Learning	We will improve basic skills in the most deprived areas of the County and in under-represented groups through • Better targeting of provision to priority groups and localities • Giving a higher profile to family and parenting support and ensuring that parents have the opportunity to develop their skills through literacy, language and numeracy learning	Access to Education and Employment
Jobs, Skills and Learning	We will reduce the number of economically inactive (including those on incapacity benefit, lone parents and carers) by helping those who would want to work secure work through • Early engagement with these individuals, improving employability skills and through supporting confidence building measures • Promoting and supporting the adoption of good employment and recruitment practices by employers throughout the County, particular in respect this target group	Access to Employment
Jobs, Skills and Learning	We will provide and maintain transport infrastructure that supports a competitive economy and encourage business to remain in and relocate to Warwickshire and seek to improve mobility for all	Access to Employment
Community Safety	We will reduce the fear of crime and improve people's feeling of safety in their communities, by identifying what causes people to be fearful of crime and create interventions to counteract this fear	Safety when travelling
Community Safety	We will provide a safer environment for vulnerable road users through • Provision of safer routes to school • Improved facilities for pedestrians and cyclists • Implement appropriate speed limits in villages	Safety when travelling
Health and Wellbeing	We will promote healthy lifestyles for young people through expanding and our Healthy Schools programme and creating an integrated programme of professional development and network support levels for attainment in PE	Access to Health and Healthy Affordable Food
Health and Wellbeing	We will improve access to jobs and essential services e.g. GP surgeries, food shops, and leisure services by improving provision of public and community transport and directing services to the right locations	Access to Education, Employment, Health and Healthy Affordable Food
Health and Wellbeing	We will improve accessibility of the highways for people with physical or sensory impairments and for others with special requirements including: • Upgrading pedestrian crossings • Provision of improved bus stop infrastructure • Dropped kerbs	All, particularly those with mobility impairments
Spatial Strategy	The spatial strategy running through the strategic plan favours new development on 'brownfield' land in the main Warwickshire towns as they already have access to jobs, community facilities, shops and public transport	Location of new facilities

Table 2.3 INSERT CAPTION

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Results of accessibility assessments

Accessibility assessment process

Accessibility assessments have been carried out for each of the main themes: Access to Health; Access to Education & Training; and Access to Employment. An overview of the accessibility assessment process is outlined in Figure XXX below. Results of the assessments are detailed for each theme in sections 4.3-4.5. In addition, an overview of the strategic mapping audit stage is outlined in section 4.2 below.
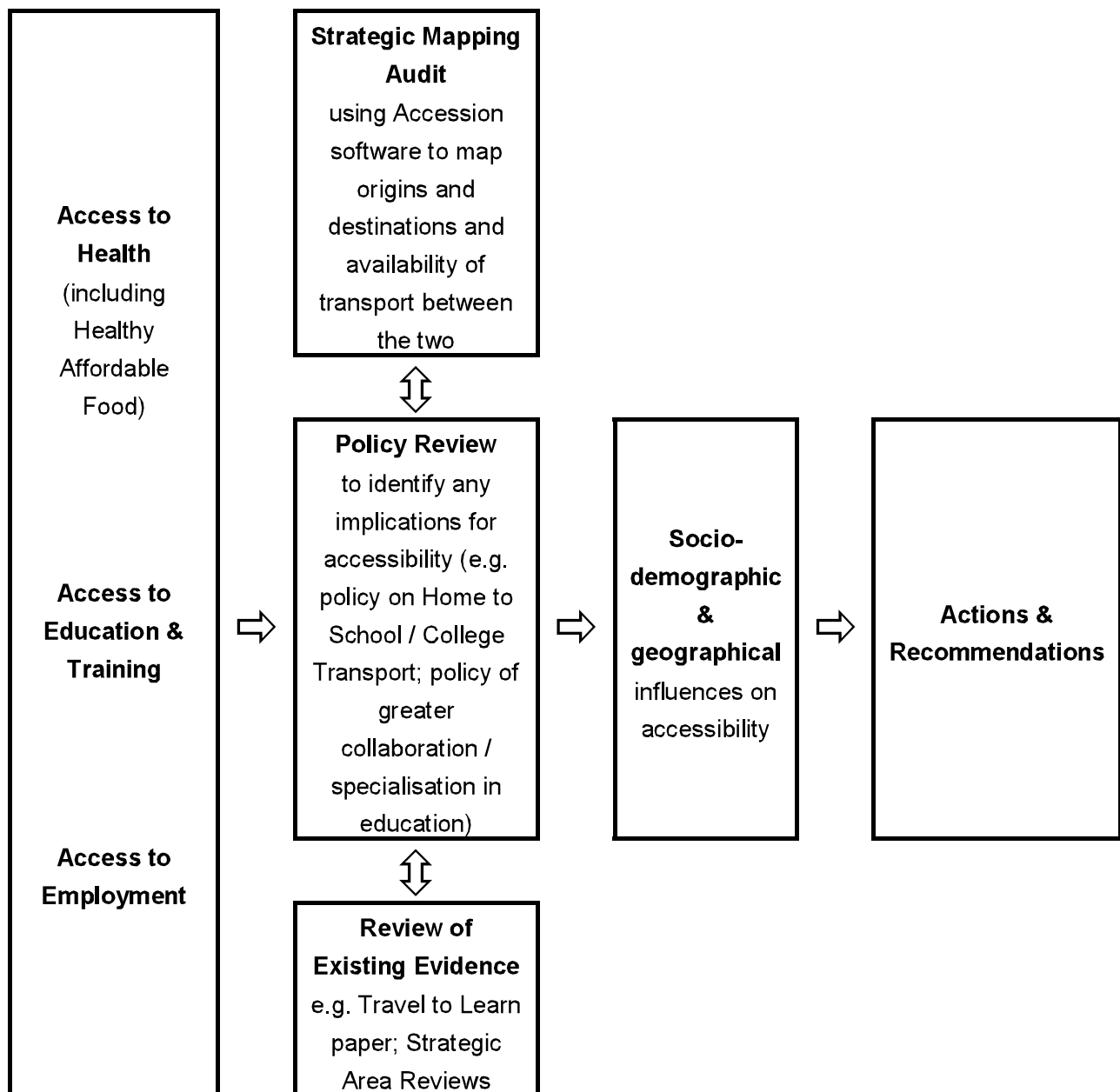
Figure 2.3 Key stages and processes involved in the accessibility assessments

Strategic Mapping Audit

The strategic accessibility maps have been produced using Accession, a mapping software tool that enables access by both public and private transport to be measured, from specified origins to specified destinations. Comparisons can be made over time and between different geographical areas. Four key destination groups have been considered: access to education and learning; access to employment; access to key health services and access to healthy food. The destination groups were chosen to take into account those journeys that may have the greatest impact on overall life chances, as identified in the SEU report 'Making the Connexions'.

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Data collection and Accession runs

Access to the four key destination groups (8 different destinations) were plotted and analysed in Accession. Data (both for public transport and destinations) has been collected for Warwickshire and surrounding authorities where possible to reflect the cross-boundary nature of some journeys. Details of the data used in the mapping work, including the limitations, is provided in Table 2.4 below.

Accession runs (based on journey time threshold calculations) for all destinations were carried out using the public transport network, with key time periods, as set out in Table 2.5 below. Thresholds were set using DfT guidance and input from our partners on appropriate time periods. Accessibility runs were replicated using the ITN network (access by car) for comparative purposes.

Further Accession Plots

Following consultation with partners, a number of additional accession runs have been identified as being useful, including access to leisure facilities, access to health clinics and access to the four key destination groups by bicycle. Accessibility to the additional destinations may be examined at a later date after further consultation with the relevant partners.

Access by bicycle has not been considered at the strategic assessment stage due to limitations in representing cycle journeys at a Countywide level in Accession. Whilst Accession can consider a 'cycle' mode, it is difficult to adequately represent in the road network the specific requirements of, and issues affecting, cyclists (for example the deterrence factors due to heavy traffic). More work will be carried out at the local accessibility assessment stage to try to take into account deterrence factors when mapping accessibility levels by bicycle.

Destination/ Network Data	Data Set	Source	Limitations of the Data/ Implications for Stage 2 Assessments
Public Transport Network	The bus network, including cross-boundary routes	Public transport data	Only contains commercial and subsidised bus services. Does not contain school bus routes or routes operated through community transport initiatives. No rail services included
Education	Schools (primary & secondary) in Warwickshire, sixth form colleges, FE colleges and work based learning providers	Warwickshire County Council Education Department and the Coventry & Warwickshire LSC	Access is mapped using only the PT network which does not include the statutory school transport network (this will be included when looking at Stage 2, local assessments)
Employment	Employment sites with over 500 employees located inside and outside Warwickshire and key Warwickshire town centres which offer a range of employment opportunities	IDBR data plus information from partners	Strategic level maps only show access to nearest possible employment, not nearest suitable employment. PT data used to measure accessibility does not include community transport initiatives to enable people to access employment (e.g. Busterwerkanbak operating in the north of the county). This will be included in Stage 2 assessments.
Key Health Services	GP Surgeries in and outside Warwickshire (including branch surgeries where possible) and hospitals. Small, hospitals offering limited services have been excluded from the Stage 1 assessment as it is felt that they do not inform the strategic level assessment as well as the large hospitals, offering a full range of patient care facilities.	Data provided by DfT plus amendments made by partners (e.g. to include branch surgeries)	Data may not include all branch surgeries. Accessibility maps only show access using the PT network, they don't include the many community transport initiatives. Health clinics are not included at stage 1 assessments even though a number of residents (in particular the very young and the very old) access health clinics in addition to GP services. Stage 2 assessments may take these other transport options and health service destinations into account
Healthy Food	Outlets (including small local shops, supermarkets and farmers markets) selling fresh fruit and vegetables. Located in and outside Warwickshire	Warwickshire Food for Health group and www.Yell.com	Fruit and Vegetable outlet data may not be fully comprehensive as it relies on data held by yell.com and local knowledge.

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Destination/ Network Data	Data Set	Source	Limitations of the Data/ Implications for Stage 2 Assessments
			Produce sold in small, local independent shops may be relatively expensive and therefore not provide a real choice for those on low incomes.

Table 2.4 Details of datasets used in strategic mapping audits

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Destination	Accessibility Measure/Threshold Journey Time	Mode	Time Period	Population	Socio-demographic data as a proxy for social exclusion	Rural / Urban[1]
Access to work						
Main employment centres (including town centres)	15 minute intervals up to 60 mins max	Bus/ walk Car	0730-0900 (Out) 1700-1830 (In)	People of working age (16-74)	- Jobseekers allowance - Households without access to a car	Yes
Access to Learning						
Primary school	15 minute intervals up to 60 mins max	Bus / walk Car	0800-0900 (Out) 1500-1600 (In)	Compulsory school age children	- Income Deprivation Affecting Children (IDAC)	Yes
Secondary school	15 minute intervals up to 60 mins max	Bus/ walk Car	0730-0900 (Out) 1530-1730 (In)	Compulsory school age children	- IDAC	Yes
Secondary school / Sixth forms / FE colleges	15 minute intervals up to 60 mins max	Bus/ walk Car	0730-0900 (Out) 1530-1730 (In)	16-19 year olds	- IDAC	Yes
Further education / Work Based Learning	15 minute intervals up to 60 mins max	Bus/ walk Car	0730-0900 (Out) 1300-1400 (in & out) 1530-1730 (In)	16-19 year olds (or 16-24?)	- Those in receipt of full Education Maintenance Allowances (rolled out in Autumn 2004)	Yes
Access to health care						
GPs, including branch surgeries	15 minute intervals up to 60 mins max	Bus / walk Car	0900-1000 (Out) 1000-1100 (In) 1500-1600 (Out) 1600-1700 (In)	All households	- Households without access to a car - Limiting long-term illness - Population aged over 65	Yes
Hospitals – general hospitals offering a range of care facilities	15 minute intervals up to 60 mins max	Bus / walk Car	0900-1000 (Out) 1300-1400 (In & Out) 1700-1800 (In)	All households	- Households without access to a car - Limiting long term illness - Population aged over 65	Yes
Access to food shopping						
Supermarkets, shops and markets selling fresh fruit & vegetables	15 minute intervals up to 60 mins max	Bus/ walk Car	0900 –1100 (out) 1500 – 1700 (in)	All households	- Households without access to a car	Yes
Access to Main Service Centres						
Access to main service centres (providing a range of employment, retail, health (inc general hospital) education (inc FE) & leisure opportunities)	15 minute intervals up to 60 mins max	Bus/ walk Car	0900 –1100 (out) 1100-1300 (in & out) 1500 – 1700 (in)	All households	- Households without access to a car	Yes

Table 2.5 Detail of Accession runs

Access to Health (including healthy affordable food)

Accessibility Planning and the Health Agenda

Good accessibility to key health related services, including health facilities and affordable healthy food, is vital in improving the overall quality of life and can significantly impact upon life chances. Improving access to health facilities, either through transport improvements or changes to the way services are delivered (including the location of facilities), can encourage people to seek medical help at the earliest opportunity as well as helping to reduce the number of missed appointments. Similarly, improving access to a healthy and affordable diet can significantly improve overall health, contributing to a reduction in obesity levels, helping to reduce the incidents of heart disease, type 2 diabetes and some cancers.

The circumstances of some individuals can impose further restrictions on access to healthcare and healthy food. For example:

- levels of mobility - can people physically walk or drive to the shop or GP surgery or use public transport;
- affordability - is healthy food affordable;
- skill-set - consumers with no, or few cooking skills may rely on ready-made convenience foods, which are often a more unhealthy option.
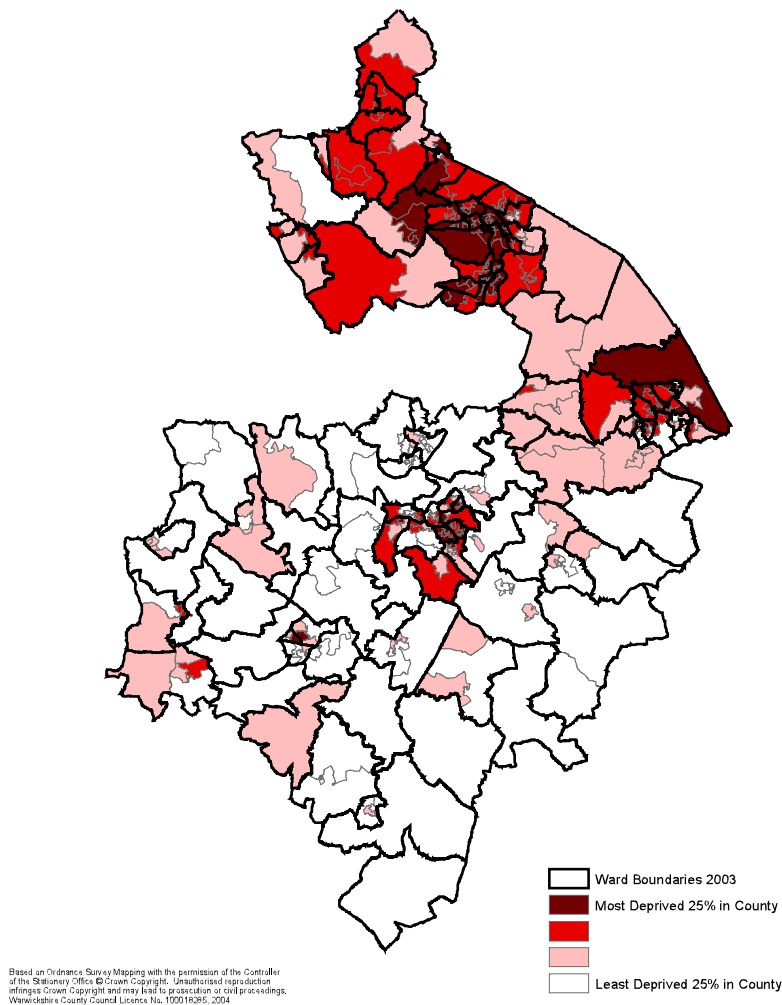
The influence of the above factors will be considered when developing solutions to improve accessibility.

Review of health conditions in Warwickshire

General health is, on the whole, good across Warwickshire although, as shown in Figure J below, there are hotspots of health and disability deprivation in all five districts across Warwickshire. Warwickshire has an aging population and this may present further health provision challenges in future years.

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Figure J. The Index of Multiple Deprivation 2004: Health and Disability Deprivation

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Source: ODPM, The Index of Multiple Deprivation 2004

Access to health provision for Warwickshire residents

Access to Primary Health Care Services

There are currently three Primary Care Trusts in Warwickshire (see Figure K below): North Warwickshire PCT, which covers the boroughs of North Warwickshire and Nuneaton & Bedworth; Rugby PCT; and South Warwickshire PCT which covers Warwick and Stratford-on-Avon district.

The structure of primary care at a national level is currently under review and present thinking indicates that the three PCT model currently in existence in Warwickshire will be replaced with a single Primary Care Trust covering the whole of the county. Small, local offices will provide a local, district level focus. In terms of accessibility planning, moving to a countywide PCT structure may be beneficial, as overall health based policies should be implemented at a county level, as opposed to the different policies being applied to different areas of the county.

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Figure K. Primary Care Trusts in Warwickshire
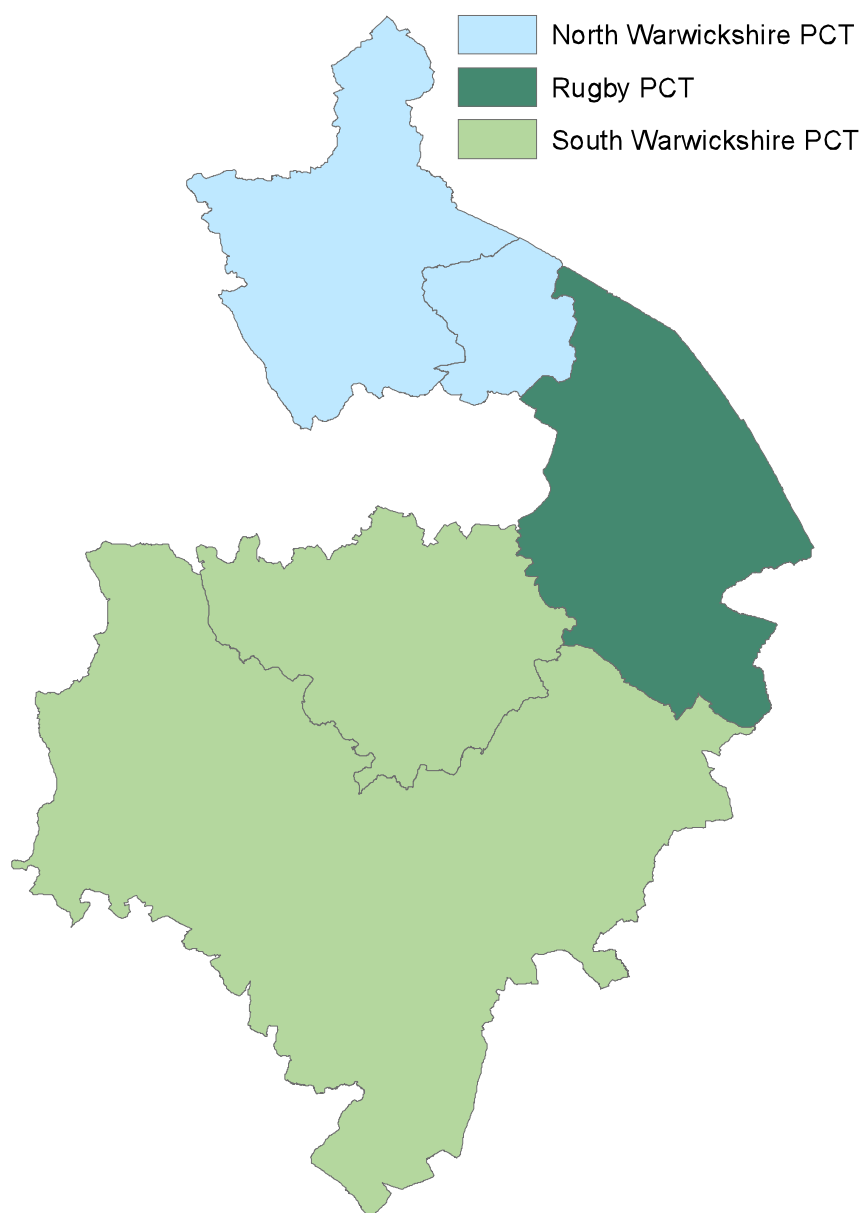
North Warwickshire PCT
Rugby PCT
South Warwickshire PCT

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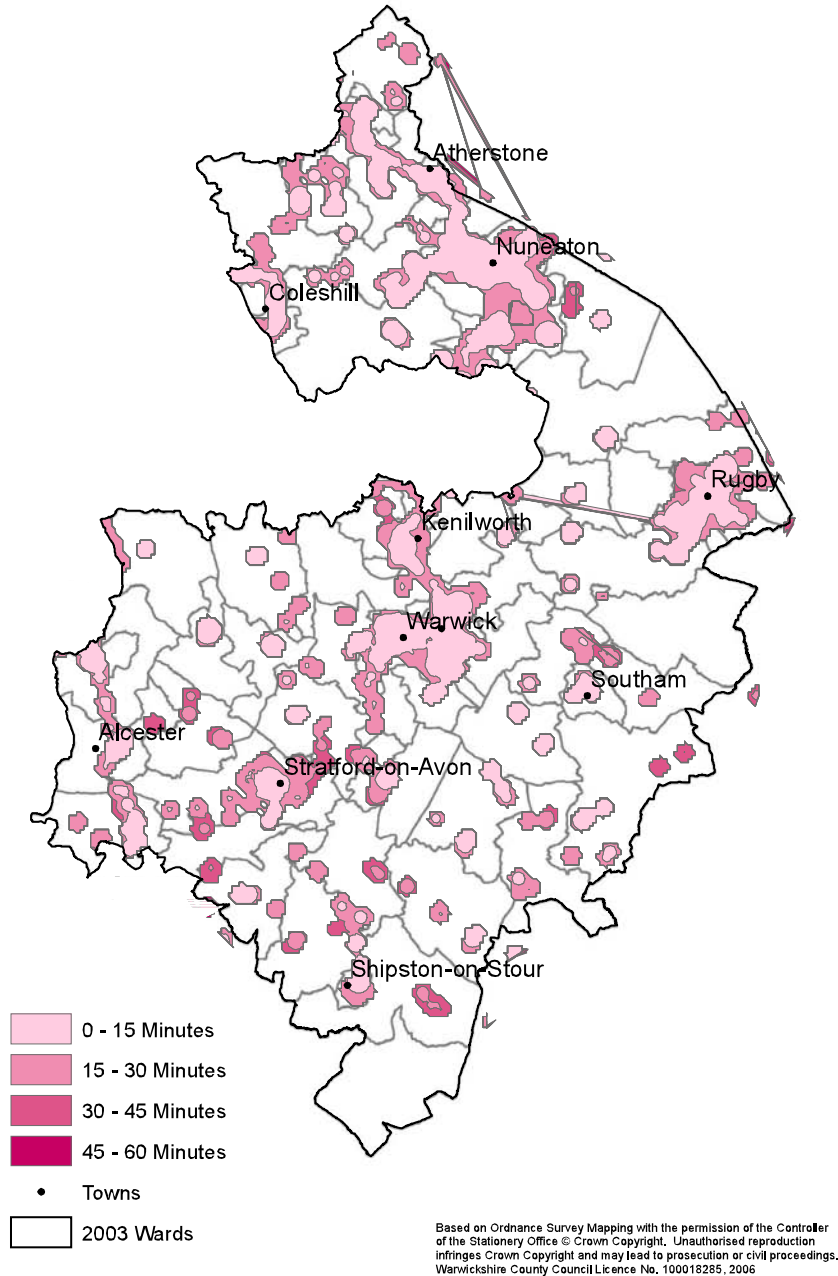Warwickshire County Council Licence No. 100018285, 2005
ext

GP surgeries are a crucial link into primary health care, and act as the first interface between the public and the health care system. Good access to GP surgeries is therefore vital. Poor accessibility may lead to patients not seeking medical help at the earliest opportunity, which may be detrimental to long-term health, and contribute to the incidence of missed appointments (at an estimated cost of around £100 each to the local health trust).

There are over 60 GP surgeries within Warwickshire plus additional surgeries in neighbouring local authorities which, as suggested by anecdotal evidence, Warwickshire residents living on the county border are registered at.

Results of strategic mapping exercise - the analysis shows that XXX of the county's population have access to GPs by bus or on foot within a XXX minute threshold. This compares to XXX% by car. The majority of areas which have poor or no access by bus are rural areas of the county where there is a lower population density and dispersed deprivation. A number of community transport schemes operate in the areas denoted as having poor accessibility, suggesting that on the ground accessibility is better than indicated by the strategic mapping exercise. Access to GP surgeries by community or voluntary transport services will be analysed as part of stage 2 local accessibility audits.

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Figure L. Access to GP Surgeries by Public Transport (Bus)/Walk: Outbound, 09.00–10.00 Weekday

Legend:
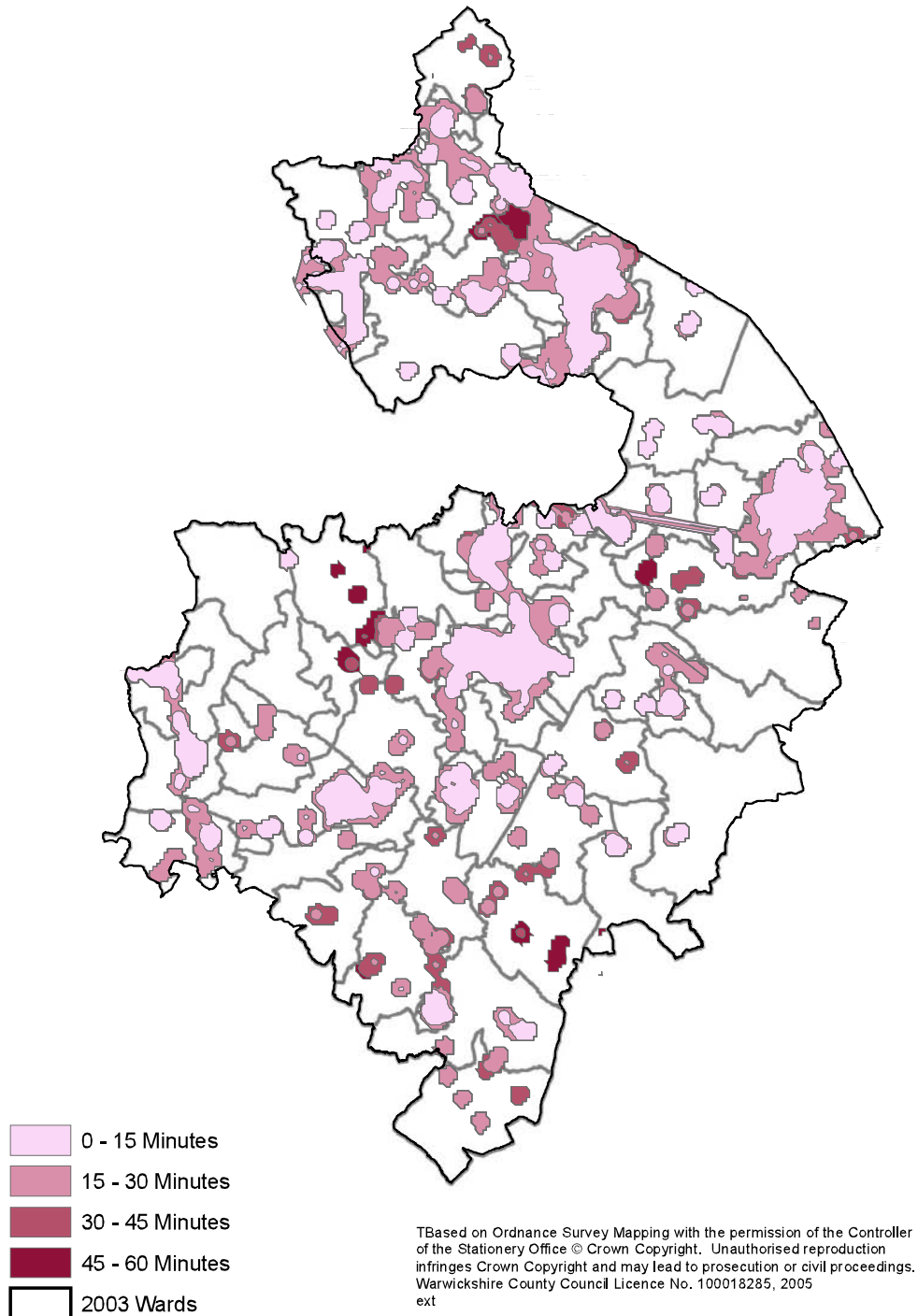- 0 - 15 Minutes
- 15 - 30 Minutes
- 30 - 45 Minutes
- 45 - 60 Minutes
- • Towns
- ☐ 2003 Wards

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Access to hospitals

Warwickshire residents primarily use one of twelve hospitals located in Warwickshire and the surrounding areas. With hospitals tending to specialise in certain types of treatment, the choice of which hospital to attend is determined by which services are on offer, and can often result in patients having to visit the hospital that has the most suitable health care provision as opposed to the hospital that is the most easily accessible.

The provision of acute services is currently under review, the outcome of which may have a profound and possibly detrimental effect on accessibility to hospitals for patients and visitors alike. The implementation of 'Choose & Book' (see section XXX) may improve accessibility at an individual level.

Part 2 - The Core Strategies 2

Results of strategic mapping exercise - the analysis shows that XXX of the county's population have access to hospitals by bus or on foot within a XXX minute threshold. This compares to XXX% by car. The majority of areas which have poor or no access by bus are rural areas of the county where there is a lower population density and dispersed deprivation. A number of community transport schemes operate in the areas denoted as having poor accessibility, suggesting that on the ground accessibility is better than indicated by the strategic mapping exercise. Access to hospital by community or voluntary transport services will be analysed as part of the stage 2 local accessibility audits.

Figure R. Access to Main Employment Centres (inc town centres) by Public Transport (Bus)/Walk: Outbound 07.30 – 09.00, Weekday

0 - 15 Minutes

15 - 30 Minutes

30 - 45 Minutes

45 - 60 Minutes

2003 Wards

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CHANGE TO HOSPITAL MAP

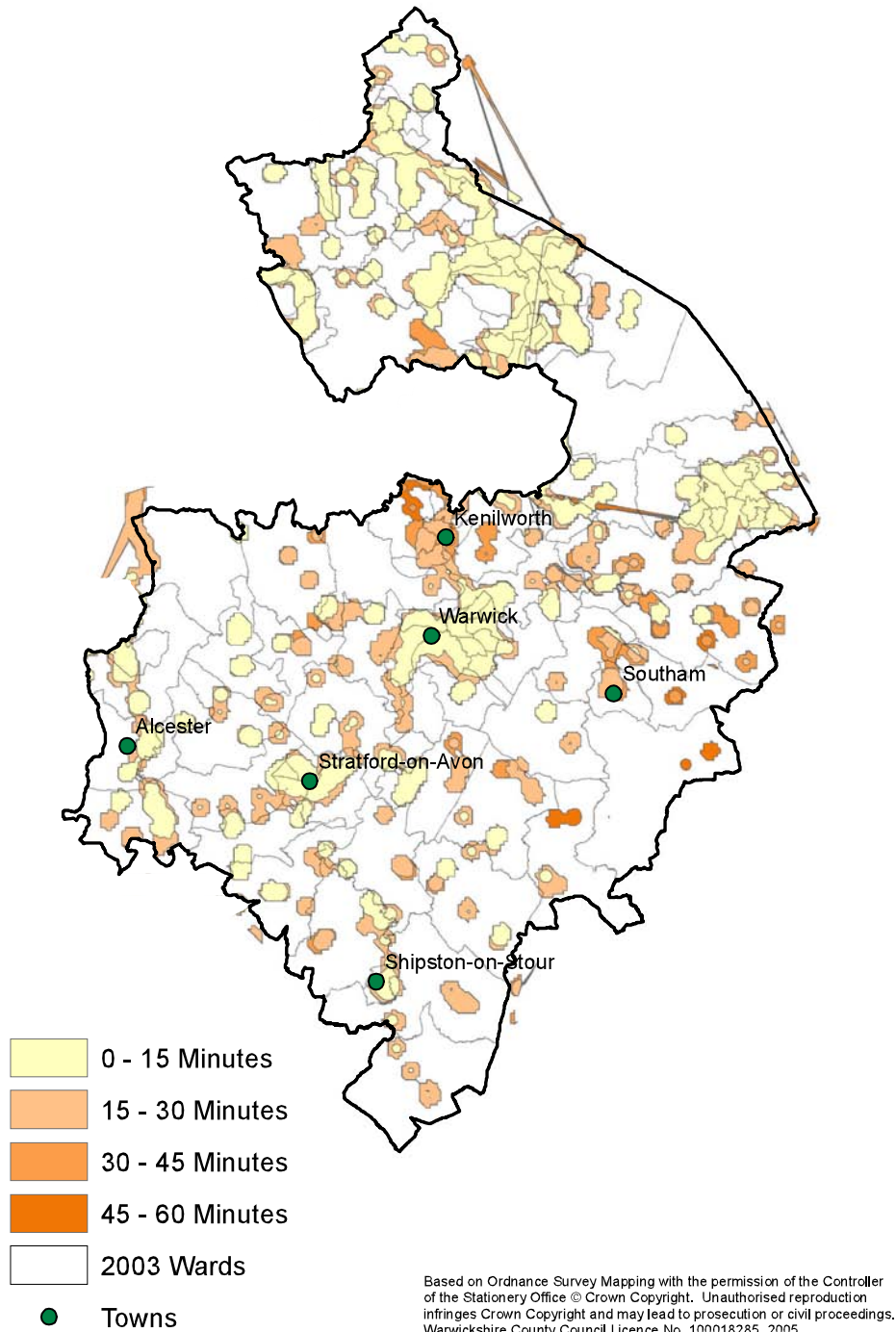# 2 Part 2 - The Core Strategies

<u>Access to healthy affordable food</u>

Low-income and socially excluded groups are more likely to face problems in accessing healthy and affordable food. Retail patterns have changed significantly over the last twenty years, with more and more supermarkets relocating to out of town sites and the decline of small, independent, specialist shops, such as a greengrocers or a fishmonger within town centres. Groups that have mobility problems, such as those without car access and who are reliant on public transport are more likely to find accessing out of town supermarkets difficult and therefore cannot take advantage of the wide choice of fresh food available at low cost. The only real option for many is to use small, local shops where often the availability of healthy food is poor, quality is poor and the price is often high.

Results of strategic mapping exercise - the analysis shows that XXX of the county's population have access to fresh food outlets by bus or on foot within a XXX minute threshold. This compares to XXX% by car. The majority of areas which have poor or no access by bus are rural areas of the county where there is a lower population density and dispersed deprivation. A number of community transport schemes operate in the areas denoted as having poor accessibility, suggesting that on the ground accessibility is better than indicated by the strategic mapping exercise. Access to fresh food outlets by community or voluntary transport services or dedicated supermarket transport services will be analysed as part of the stage 2 local accessibility audits.

Figure N. Access to Outlets Selling Fresh Fruit & Vegetables by Public Transport (Bus)/Walk: Outbound 09.00 – 11.00, Weekday

Legend:
- 0 - 15 Minutes
- 15 - 30 Minutes
- 30 - 45 Minutes
- 45 - 60 Minutes
- 2003 Wards
- Towns

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Provision of specialist transport for access to health

In addition to access to health facilities by mainstream public transport, a number of more specialist transport schemes operate throughout Warwickshire, all of which, to some extent help improve accessibility to key health services and healthy food. These transport options are outlined below. NB. Due to time constraints these 'non-timetable' services have not been included in the stage 1 accessibility assessment. It is anticipated that the services will be reflected in the stage 2 assessment.

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Flexibus - the Flexibus scheme across Warwickshire provides wheelchair accessible buses, running to a timetable on a fixed route but with the option to divert to convenient pick up points. The Flexibus scheme allows people that live too far from the standard pick up point (which is especially relevant in rural Warwickshire) or are unable to get to the bus stop, perhaps due to ill health or disability, to still access public transport. An overview of the Flexibus operation in Warwickshire is outlined below:

District	Summary of Flexibus operation
North Warwickshire	Nine Flexibus routes are in operation in North Warwickshire, serving Atherstone, Tamworth (Staffordshire), Hinckley (Leicestershire), Coleshill, Bedworth and Solihull
Nuneaton & Bedworth	Four Flexibus routes all bring people into the bus station in Nuneaton town centre, two of the routes take people into Bedworth town centre
Central Warwickshire	Nine routes are in operation, bringing people into Leamington Spa and Warwick town centres. Warwick Tesco, Sainsburys and Asda are also served. Two routes take people into Solihull town centre
Rugby	Ten of the twelve routes in operation bring people into the town centre. Routes also serve out of town centres, including a service that drops people off at Tescos and Sainsburys. Nuneaton and Leicester town centres are also served by the Rugby flexibus

Community Transport in Warwickshire - the community transport sector in Warwickshire has evolved due to the unmet transport needs of Warwickshire residents. Community transport has an important role in filling the gaps in the mainstream public transport network.

Any Warwickshire resident facing some kind of transport barrier, such as those experiencing permanent of temporary illness, a disability or mobility problem can use community transport. Also eligible, are those who are geographically isolated or socially excluded because they do not have access to a private car or affordable transport.

Examples of community transport schemes that provide transport primarily to enable access to health services are set out below. Across Warwickshire there is no consistent approach to eligibility, charges levied, use of the service and marketing and publicity surrounding the services available.

District	Summary of 'Access to Health' community transport schemes
North Warwickshire	Beeline Community Transport provides transport to and from hospitals, doctors' and dentist' surgeries, opticians and chiropodists. The service is for residents of North Warwickshire and patients who are registered with a North Warwickshire GP and who do not have access to public or private transport or are unable to use public or private transport due to sickness or disability
Nuneaton & Bedworth	Medi-Car provides transport for all medical related journeys, using volunteer drivers within the Borough
Warwick	Racing to Get There provides transport for people over the age of 65, who live in Warwick District, to medically related appointments
Stratford-on-Avon	The Stratford-on-Avon Volunteer Bureau runs a car scheme (driven by volunteers) for people with a genuine need to attend hospitals, doctors, dentists or day centres
Rugby	The Rugby Volunteer Bureau organises transport for clients who need to get to day centres, hospitals, doctors, dentists and other necessary appointments. Volunteer drivers in their own cars provide the transport

Patient Transport Service - the Patient Transport Service (PTS) is available for those attending pre booked hospital appointments. A door-to-door service is provided for those who have a condition that prevents them using public transport. For patients on a low income (in receipt of income support, working tax credit or guaranteed pensions credit) the cost of travel to the appointment is reimbursed – a rate per mile for those patients who use their own car or full public transport fare where appropriate. For patients unable to use public transport as a result of mobility problems a taxi may be used as an alternative.

Health policies and schemes that currently impact on access to health provision

Advanced Access Appointment System - the advanced access appointment system offers accessibility benefits by giving patients flexibility in making appointments, enabling patients to take advantage of available public transport services, or, if travelling by car, at times when they will be able to park with relative ease. Advanced Access systems have been implemented in GP surgeries (to different degrees) across the County by all three PCTs, although no standard currently exists across Warwickshire.

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Choose and Book - the Choose and Book initiative allows patients to select which of their local hospitals (from a list of four or five) they want to be treated in. A number of factors may affect patient choice as to which hospital they wish to use, including waiting times, hospital specialisms and location. Choose and book has been operating in Warwickshire since January 2006.

The location of the hospital may be a significant factor for socially excluded groups. If the patient does not have access to a car the choice of hospital may greatly affect which hospitals the patient and their families can most easily access using public transport. A hospital a greater distance away may be accessible but cost may then act as a prohibitive factor to the individual.

The Fruit & Vegetables in Schools Scheme - access to fresh, healthy food has been improved by the introduction of the fruit and vegetables in schools scheme. Under the scheme, all four to six year old children in LEA maintained infant, primary and special schools will be entitled to a free piece of fruit or vegetable each school day. All but two eligible Warwickshire schools have signed up to the scheme.

Review of secondary evidence

Transports to Medical Facilities in North Warwickshire

The project was developed to identify and evaluate transport issues to medical facilities for the residents of North Warwickshire. A questionnaire was placed in all North Warwickshire GP surgeries asking patients if they are satisfied or dissatisfied with their method of transport to the surgery and whether of not they were aware of Beeline, the community transport initiative operating in North Warwickshire.

Of the 796 questionnaires distributed, 269 were returned (35% response rate). Across the borough:

- 87% of respondents were satisfied with their method of travel to the GP surgery
- 9% were dissatisfied; the remaining 4% gave contradictory responses
- each individual surgery in the borough had a satisfaction rate of over 80%
- 17% of respondents at Coleshill surgery were dissatisfied with their transport options to the surgery
- 10-11% of respondents attending Atherstone, Polesworth / Dordon and Kingsbury surgeries felt dissatisfied
- the highest levels of satisfaction were found amongst the respondents who attended Baddesley Ensor (100%), Hurley (100%) and Arley (91%)

The majority of respondents across the borough used their own car in which to travel to the surgery:

- Kingsbury had the highest number of residents who used Beeline (21%). In contrast, none of the patients who use Arley, Baddesley Ensor or Hurley surgeries, used Beeline
- Taxi usage to access medical facilities is highest for respondents using Atherstone and Polesworth/Dordon surgeries (10% of respondents from each)
- Half of all respondents had not heard of Beeline service. 64% stated they would use the service if the need arose. Of the 120 respondents who had heard of Beeline, 24% said they would not use the service. Reasons given include that it's too expensive or they drove their own car.

Respondents were also asked to highlight additional transport requirements specific to their own geographical location. A cross section of the answers given can be found below:

A direct bus service to hospitals (George Eliot, Heartlands etc)

Improvement in the Beeline Service – cheaper, increased availability/volunteers and immediate service provision as opposed to just a pre-bookable service (to accommodate "same day" and emergency appointments)

More bus services – improved frequency, extended operation times to accommodate medical facility appointment requirements, additional routes

It is evident that the use of a car (whether it be a private car, receiving a lift or taxi) is the preferred mode of transport to medical facilities. Comments conveyed that if respondents were of ill health, they would not necessarily feel well enough to travel by public transport. In addition, comments were made that public transport was not always punctual enough for respondents to be assured of meeting set appointment times.

In response to the project findings, the North Warwickshire Community Partnership has produced a 'Health Map' –giving details of transport and healthcare in Rural North Warwickshire – which was funded by Warwickshire County Council.

2 Part 2 - The Core Strategies
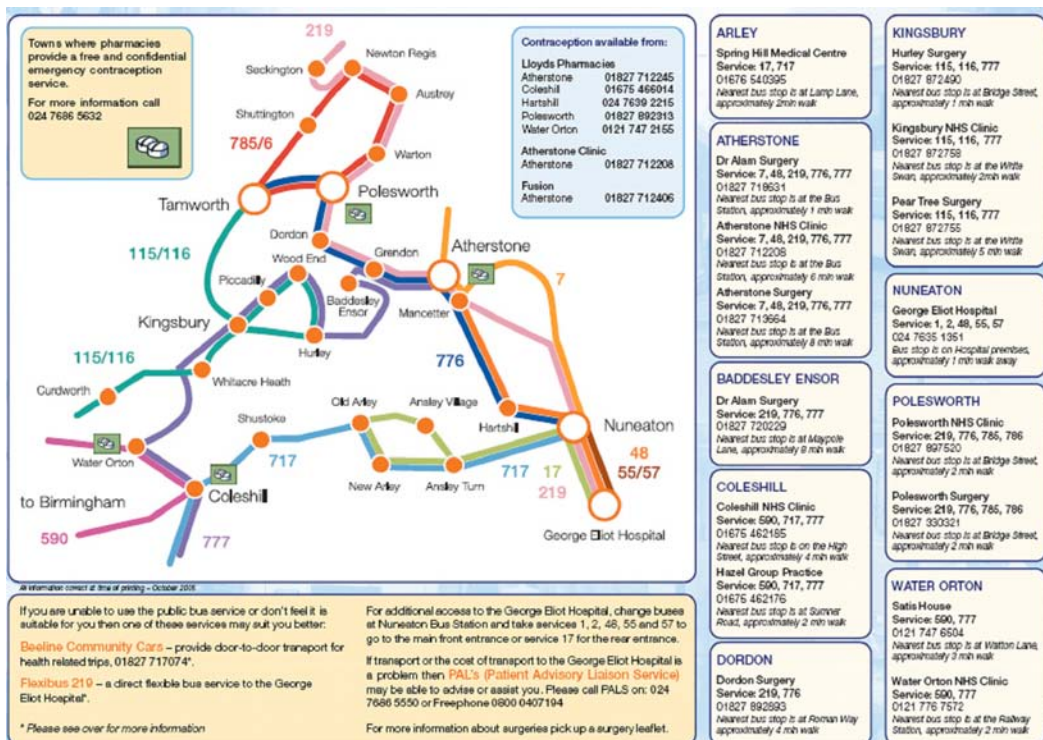
The Best Value Survey in Warwickshire

The Best Value survey in Warwickshire is held annually. The survey is sent to approximately 4,000 households across the county and asks residents opinions on a variety of key issues, including satisfaction with health provision in the area in which they live and the quantity of fruit and vegetables consumed on a daily basis.
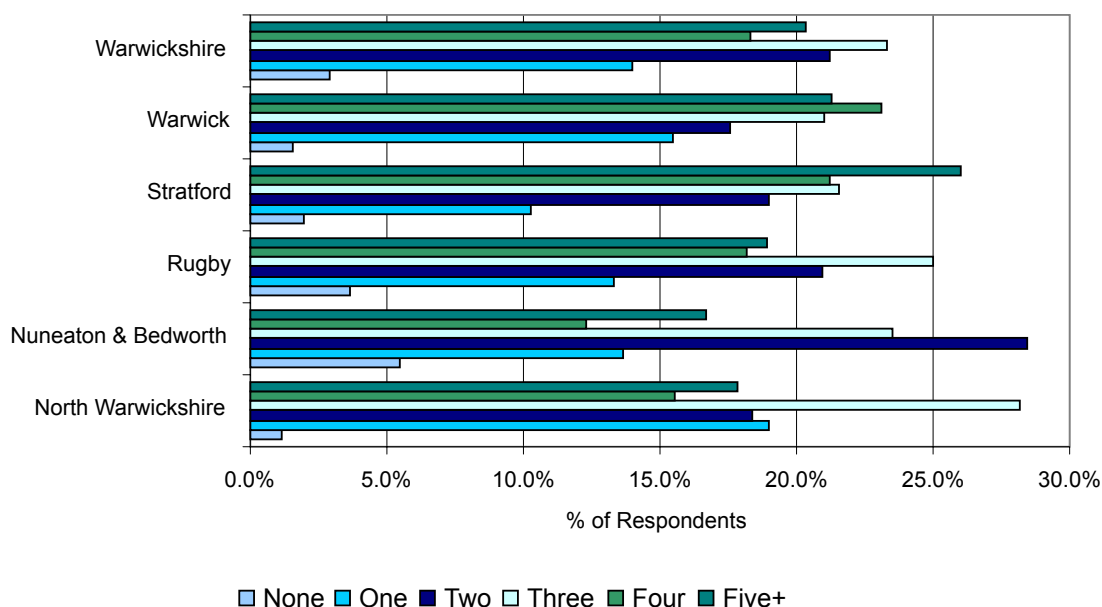
Part 2 - The Core Strategies 2

Figure 2.4 Quantity of fresh fruit and vegetables consunmed per day: Warwickshire residents by District (2004 - 2005)

- Over a quarter of respondents in Stratford-on-Avon district consume more than 5 pieces of fresh fruit and vegetables per day compared to only 16.7% in Nuneaton & Bedworth borough.
- Over 5% of respondents eat no fruit or vegetables in Nuneaton & Bedworth borough, however, over 50% of respondents in Nuneaton & Bedworth eat 2-3 pieces of fruit or vegetable per day.

Partnership Working

Relevant partners have been engaged in the accessibility planning process through linking with existing health-based partnerships. This includes:

Health & Wellbeing Partnership -the Health & Wellbeing partnership brings together the three Warwickshire PCTs, NHS hospitals, district and borough councils and the community and voluntary sector and forms one of the County's Priority Groups for the County LSP. The partnership's key objective is to tackle health inequalities by supporting and developing local communities, particularly those that are socially and economically disadvantaged and experience poor health, with access to services and community inclusion high on the agenda. The partnership agreed to set up a short life project group to assist with the stage 1 strategic assessment. Results from this work have been fed back to the main partnership. In addition, members of the Transport Planning team displayed preliminary findings from the mapping work at a health event, 'For a Healthier Warwickshire', hosted by Warwickshire County Council and attended by statutory and voluntary bodies that have an interest in health matters.

Warwickshire Food for Health Partnership -the Warwickshire Food for Health group is a sub-group of the Health & Wellbeing Group and membership comprises the PCTs, Warwickshire County Council, the district and borough councils, trading standards and others (e.g. Action21). The main aim of the partnership is to improve and promote healthy eating and physical activity. More recently, one focus of the group has been on how easily people can actually access people fresh fruit and vegetables. The transport planning team is represented on the group.

Existing Local Networks - a number of locally based health partnerships exist within Warwickshire, for example Healthy Living Networks in Nuneaton & Bedworth and Southern Warwickshire. The County Council will engage with and, where applicable, support the activities of existing local health networks through our accessibility planning work.

Recommendations, Way Forward & Monitoring

A number of recommendations are proposed for further action based on the outcome of the strategic assessment. These are detailed in the table below.

Action		To be taken forward by
1	Overlay data on specialist transport to health / fresh food with Accession maps based on mainstream public transport to identify where 'on the ground' accessibility is poorest	WCC; Health sector

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Action		To be taken forward by
2	Investigate ways of improving awareness of initiatives which currently exist (including reproducing N Warks Health Map in other areas of the County)	WCC; community transport operators; Health sector
3	Investigate ways of expanding/tailoring current initiatives to access health / healthy food e.g. through better co-ordination of community & voluntary transport services	WCC; community transport operators
4	Explore options to deliver health services and healthy food more locally e.g. through mobile surgeries, 'veggie' vans etc	Health sector; WCC
5	Assist with accessibility mapping work for health service reviews, including the current review of acute services in Coventry & Warwickshire	WCC; Health sector
6	Engage with and, where applicable, support the activities of existing local health networks, including the Nuneaton & Bedworth and South Warwickshire Healthy Living Networks and the pilot study in Shipston looking at locality based care for older people	WCC; Healthy Living Networks; Health sector

Taking forward actions

The above actions will be taken forward by Warwickshire County Council in conjunction with partners in the health and community transport sectors. Where appropriate short life project groups will be established to take forward the actions, with progress being reported back to the Health & Wellbeing Partnership.

Monitoring

A number of indicators are proposed to enable progress towards improving access to key health related destinations to be monitored. The indicators differentiate between the population at large and the population group(s) most at risk from social exclusion.

- % of a) households b) households without access to a car within 30 and 60 minutes of a hospital (with outpatient's department) by public transport
- % of a) households b) households without access to a car within 15 and 30 minutes of a GP by public transport
- % of a) households; b) households without access to a car within 15 and 30 minutes of a food outlet selling fresh fruit & vegetables by public transport

Access to Education and Training

Accessibility Planning and the Education Agenda

The Government is committed to an inclusive education system that provides all pupils with the opportunity to meet their full potential. Locally, improving education standards, widening participation and promoting inclusion are important objectives that cut across many of the policies and plans of the County Council and its partners, with 'Promoting lifelong learning and personal development' being one of the County Council's five corporate objectives.

Whilst there are many factors which combine to influence participation and retention in education, difficulties with transport can prevent people from participating in learning, or restrict the choice of learning that they attend. The principles of accessibility planning can help local authorities and their partners meet the education agenda by:

- highlighting where transport barriers may restrict access to education and, in conjunction with partners, consider ways in which these could be overcome;
- helping to inform the provision of education and training - in terms of location and delivery – in ways which maximise accessibility.

Review of educational attainment in Warwickshire

Educational levels in Warwickshire at all levels are above national average and rising. Levels of participation post-16 are high and the number of 17 year olds not in education, employment or training very low. Action is being taken to reduce that number further. Key to raising standards is the strategy of increasing the range of opportunities both vocational and academic, through collaboration between schools, colleges and other providers. Also key is a culture of lifelong learning and a range of formal and informal opportunities for adults to aid learning including essential skills, work based training and learning for its own sake.

Access to education and training for Warwickshire

Within Warwickshire there are 37 secondary schools, 10 special schools and the authority's Pupil Reintegration Unit, which is on 4 sites. Secondary provision includes grammar and high schools and both 11-16 and 11-18 comprehensive schools. There are three general FE colleges across the county and a sixth form college in Nuneaton. In addition, the local LSC funds a number of training providers across the County.
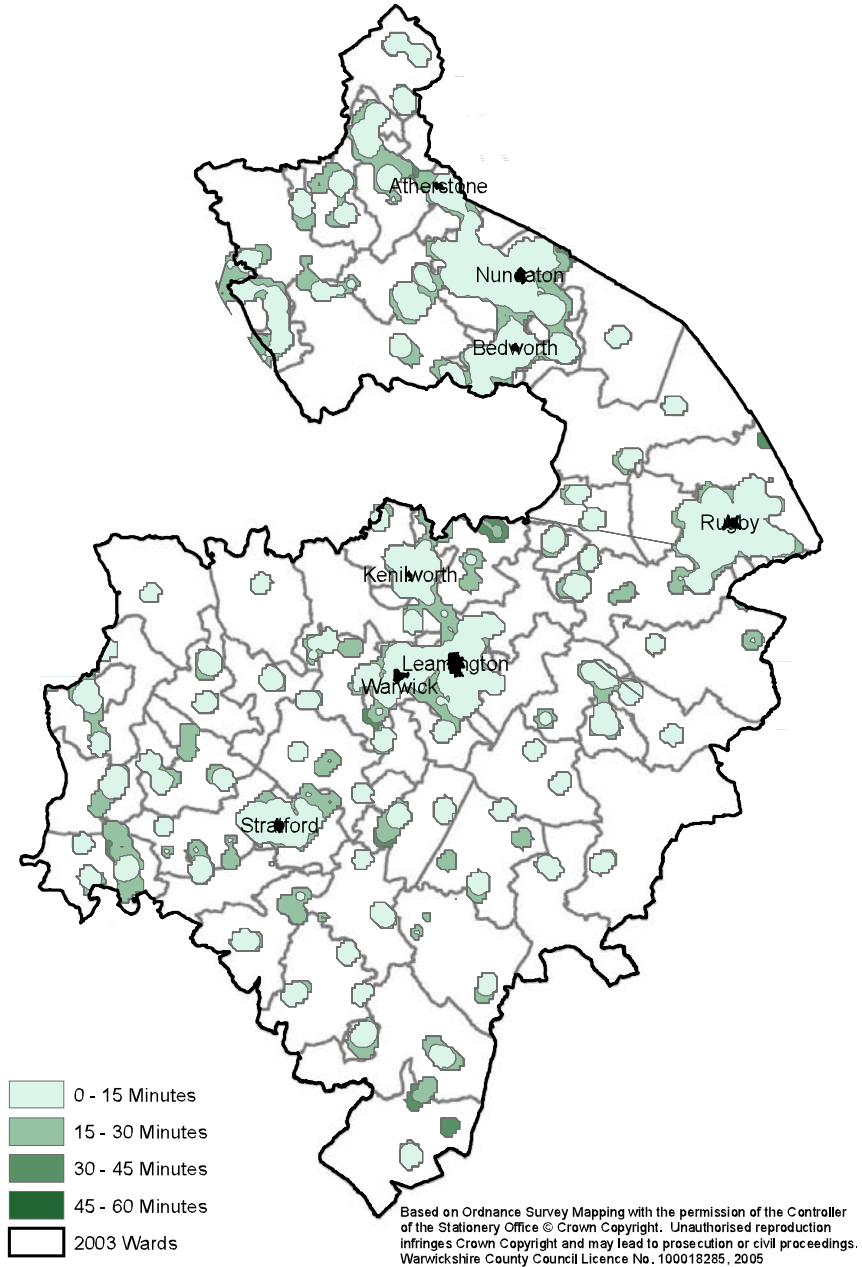
A number of young learners resident in Warwickshire travel to learn across education administration boundaries and to bordering counties. By the same token, considerable numbers of young people come into Warwickshire for their education/training.

The location of schools, further education colleges and work-based learning providers in Warwickshire are shown in Figures O, P and Q [Accession maps] below. This highlights the concentration of education and training facilities in the main urban areas and can result in learners from more remote rural areas having to travel considerable distances (with long journey times) to access learning and training.

Results of strategic mapping exercise – due to time constraints, the results shown in the accessibility maps do not include dedicated school or college transport and are therefore not a true reflection of access to education provision. However, based on the mainstream bus network, analysis shows that 92%, 81% and 78% of the County's school age population have access to a primary school, secondary school and sixth form/FE College respectively by bus or on foot within a 30 minute threshold. The majority of areas which have poor or no access are rural areas of the County where there is a lower population density and dispersed deprivation. Consideration of access to employment by specialist transport services will be undertaken as part of the stage 2 local accessibility audits. Consideration of access to education by dedicated school or college transport services will be undertaken as part of the stage 2 local accessibility audits.
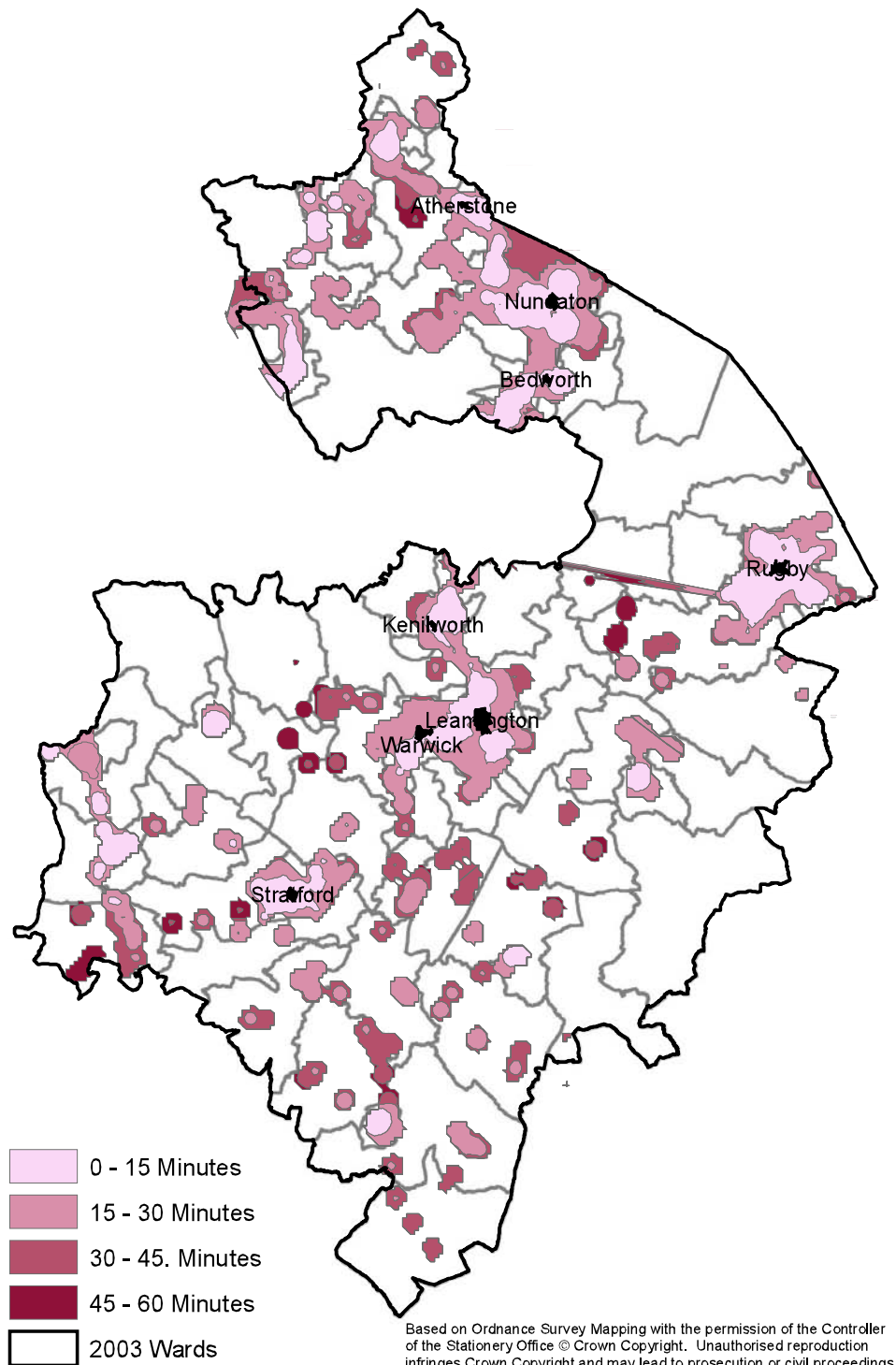
2 Part 2 - The Core Strategies

Figure O. Access to Primary Schools by Public Transport (Bus)/Walk: Outbound 08.00 – 09.00, Weekday
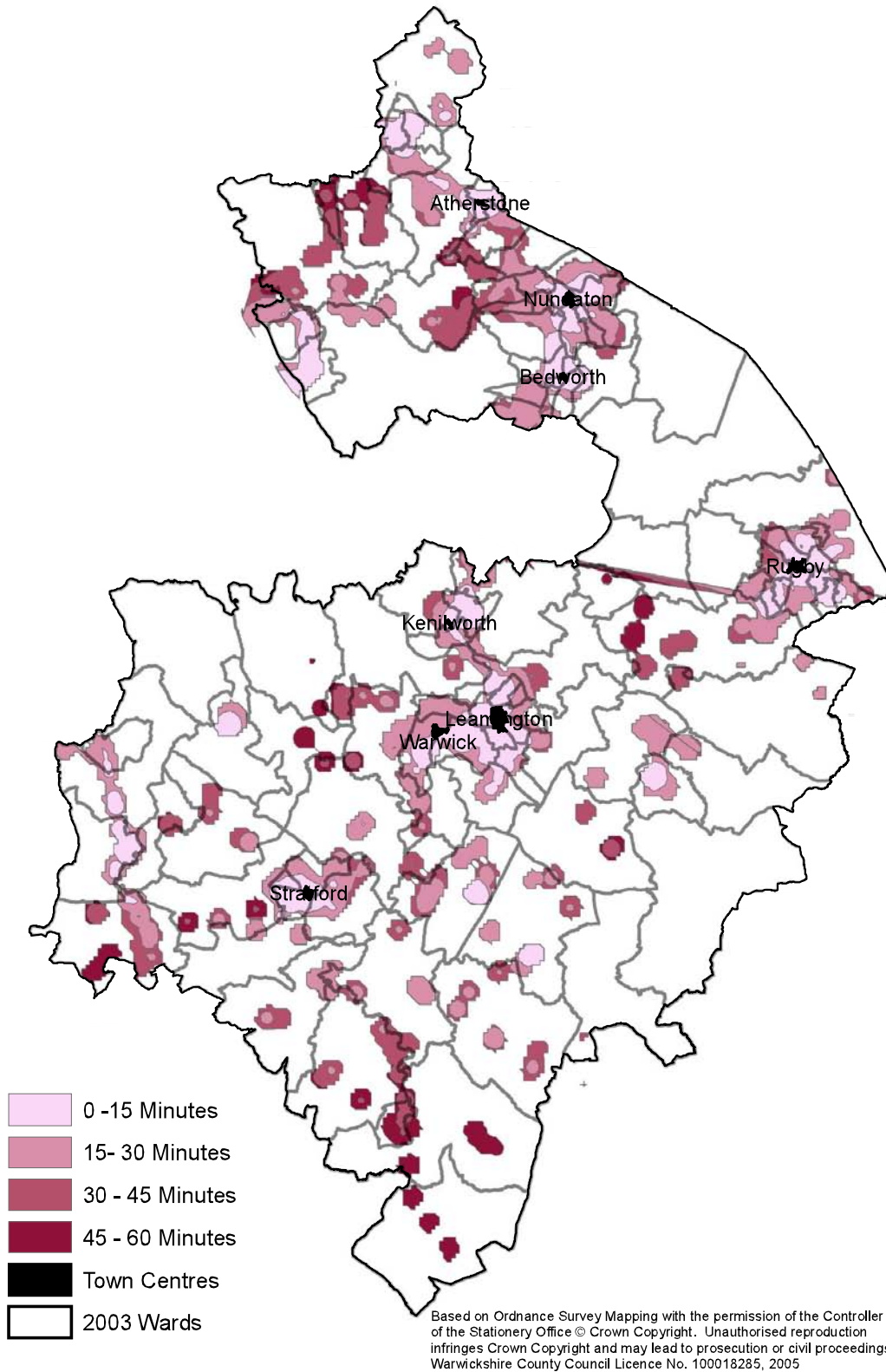

- 0 - 15 Minutes
- 15 - 30 Minutes
- 30 - 45 Minutes
- 45 - 60 Minutes
- 2003 Wards

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Figure P. Access to Secondary Schools by Public Transport (Bus)/Walk: Outbound 07.30 – 09.00, Weekday

Legend:
- 0 - 15 Minutes
- 15 - 30 Minutes
- 30 - 45. Minutes
- 45 - 60 Minutes
- 2003 Wards

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Figure Q. Access to Sixth form/FE College by Public Transport (Bus)/Walk: Outbound 07.30 – 09.00, Weekday

Atherstone

Nuneaton

Bedworth

Rugby

Kenilworth

Leamington

Warwick

Stratford

0 -15 Minutes

15- 30 Minutes

30 - 45 Minutes

45 - 60 Minutes

Town Centres

2003 Wards

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Provision of specialist transport for access to education

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Within Warwickshire the education department sets out a framework for the provision of transport to access learning and training in Warwickshire in their Home to School transport and Home to College transport policies, as summarised below.

Home to School Transport - Warwickshire County Council has a statutory obligation (set out in Section 55 of the 1944 Education Act with minor modifications by subsequent acts) to provide free home to school transport for compulsory age students (year 11 or below) who live beyond the statutory walking distance (over 2 miles for children under the age of 8 years or over 3 miles for children aged 8 years or over[1]) from the nearest suitable school[2]. In addition, the majority of school transport services in Warwickshire are available to non-entitled pupils on payment of a commercial fare. Around 13,000 students make use of Home to School transport services in Warwickshire.

WCC's Transport Operations Group plan and procure Home to School Transport on behalf of the education department (LEA). This helps make better use of resources; for example, some entitled pupils are given passes to use on local buses, rather than dedicated school services, which helps to support the local public transport network. In addition, vehicles contracted for the school run can also be used for other work during the day.

In response to escalating home to school transport costs, the County Council launched its 'School Links' service in 2003, acquiring five 70 seat coaches for in-house operation in those areas which were particularly expensive due to lack of competition. The fleet has subsequently doubled in size and offers a range of home to school transport services, mainly in South Warwickshire.

Operation of Home to School transport is generally based around the standard school day. Eligible students are issued travel passes valid for one journey in the morning and one journey in the afternoon, at times shown on a timetable sent out with the pass.

Whilst Home to School transport arrangements ensure good accessibility for entitled pupils to access their nearest school (and for non-entitled pupils on payment of a commercial fare), accessibility issues may exist for non-entitled pupils from low income families where safety concerns deter travel on foot or by bicycle and alternatives are unaffordable. To address this issue the education department investigates safety concerns for accompanied pupils and maintains a register of 'dangerous routes'.

Home to College transport - the Government considers it essential to our nation's competitiveness that we increase participation in learning beyond age 16, and this is a fundamental aim of the reforms being made to the 14-19 phase of learning. New post-16 transport policy and legislative arrangements include a fundamental criterion that no young person should be prevented from accessing further education in school sixth forms or colleges because of a lack of availability of transport services or their ability to afford them.

Warwickshire County Council, as local education authority (LEA), has a responsibility to consult with local providers and others and to prepare and publish local transport policy statements for young people aged 16-19 by the end of May each year. The statement sets out the transport services and support available to students. A summary of the assistance offered is set out below:

- heavily discounted Home to College travel, payable either annually or termly. Payment is waived if a student or parent is on a low income (although students in receipt of Educational Maintenance Allowance may be required to contribute a proportion of this allowance for transport costs).
- if a student wishes to attend a Further Education institution outside Warwickshire which is not served by Warwickshire County Council transport, it is likely that a travel allowance will be offered.
- support received by a student is either in the form of a bus or rail pass, or a payment of a maximum of £369 per annum (less initial contribution). Where bus passes are issued, these are only valid for one journey in the morning and one journey in the afternoon at the time shown on the timetable and indicated on the pass.

Education policies and schemes that currently impact on accessibility

Parental choice and school selection arrangements - a sizeable minority of families exercise 'parental preference' and do not send their children to the nearest suitable school, creating an increased demand for travel. Whilst the County Council's duty to provide free school transport does not apply when pupils choose not to attend their nearest school, the authority does operate a flexible policy whereby non-eligible pupils can purchase passes to travel on Home to School transport services, helping to support the Council's policy for reducing car dependency for the journey to school. The additional demand for travel therefore has an impact on the provision and operation of Home to School transport services.

Within Warwickshire travel to school is further complicated by the variation in selection procedures for secondary schools, with Central and North Warwickshire having no selection policy and South and East Warwickshire having a selection policy in some schools. This serves to create a demand for travel across administrative areas, resulting in an increase in the distance travelled to access education.

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As free school transport is only provided to the nearest school, it could be argued that this can limit the choice of school to those families on low incomes for whom travel costs are unaffordable. This issue has been highlighted in the Government's recent White Paper, 'Higher Standards, Better Schools For All' (2005). To help ensure that everyone can exercise their right to choice, the Government is proposing to introduce new legislation to entitle disadvantaged pupils[3] to free transport to any of the three suitable secondary schools closest to their home, where these schools are between two and six miles away. If introduced, additional funds would be required to implement the proposals.

Broader range of 14-19 provision and out of hours activities in extended schools - the DfES is introducing greater flexibility and personalisation into the 14-19 education system so that increasing numbers of young people can take up vocational options and other studies which may include learning for part of the week at locations other than their usual school. Warwickshire has embraced this agenda and the Warwickshire Strategy for 14-19 Education and Training (developed by Warwickshire County Council in conjunction with the Learning and Skills Council, Coventry & Warwickshire) aims to maximise educational benefits to Warwickshire learners through an innovative approach to collaborative ways of working to offer a broader range of 14-19 provision.

As a result of increased collaboration, learners will increasingly need appropriate travel provision during the day as well as at either end of the day. To ensure that all students can benefit from these opportunities, careful consideration needs to be given to the transport implications and how these can be met.

Similarly, the encouragement by DfES of a much wider range of activities outside the standard school day may create demand for travel at different times of day which are not currently met by Home to School transport services.

Review of secondary evidence

Strategic Area Reviews - The LSC has undertaken a series of Strategic Area Reviews (StARs) of education and training provision in the sub-region in response to Success for All, the Government's reform strategy for further education and training.

StARs aim to meet learner, employer and community needs, and to improve the choice and quality of post-16 education and skills provision. It was agreed that the Warwickshire Area Reviews would cover 14-19 rather than just 16-19 provision because of the pertinence of the Government's new 14-19 education and training agenda, and the importance of continuity to provide pathways for progression within this phase.

The 14-19 reviews were carried out on an area basis, starting with South Warwickshire, and continuing with East Warwickshire, North Warwickshire and Central Warwickshire. Travel to Learn emerged as an issue in the South and East Warwickshire reviews, and a forum was subsequently set up to consider the issue of Travel to Learn across Warwickshire.

Travel to Learn Paper - in addition to evidence of travel to learn issues emerging from the Area Reviews, the Travel to Learn Forum have carried out research on transport as a barrier to learning and, through interviews with providers and partners, have highlighted a number of key issues (summarised below).

14-19 Area Wide Inspection - an inspection of 14-19 education and training provision in Coventry and Warwickshire was carried out in 2004 by Her Majesty's Chief Inspector (HMCI) of Schools, working with the Adult Learning Inspectorate. The inspection reported that 'the effectiveness and efficiency of education and training across the area in meeting the needs of learners, employers and the community was good'. However the issue of some learners in rural communities having difficulty in accessing provision due to travel difficulties was raised, and the report recommended that the local LSC and LEAs, with key partners, should continue to develop measures to overcome barriers to learning presented by travel difficulties.

A summary of key issues arising from the reviews is provided below.

- **Availability of transport** – for certain groups (e.g. adult learners), from certain areas (most notably the more rural parts of East and South Warwickshire) and to certain sites (e.g. the Rugby base of Warwickshire College)

- **Transport cost** – not just the cost of transport but the cost of not addressing the issues

- **Inflexibility in transport arrangements** – e.g. times, use of bus passes

- **Information** – lack of knowledge of what transport exists

- **Safety** e.g. walking on dark nights re current 3-mile rule, concerns over the use of mopeds for young people

- **Adequacy** – specifically in relation to transport arrangements for learners with special needs

- **Location of education & training provision** – can result in lengthy journeys to access education and learning (e.g. adult learners in South Warwickshire)

- **Joining up resources** – possible efficiency gains by co-ordinating education, health and social service transport

- **Collaboration** – issues around access which will need to be addressed

Partnership Working

Relevant partners have been engaged in the accessibility planning process through linking with the existing Coventry and Warwickshire Travel to Learn Partnership. The Partnership was established in October 2003 as part of the Learning and Skills Council South and East Warwickshire 14-19 Strategic Area Reviews conducted in partnership with Warwickshire County Council, together with the 14-19 Area Wide Inspection that was conducted early in 2004. Travel to learn was identified as one of the key actions from the Reviews and the Inspection Self Assessment Report. As a result a series of recommendations and an associated action plan has been produced. The Partnership is the key mechanism to deliver the actions and discuss travel to learn issues and consists of key members that include the County Council, providers, Connexions Coventry and Warwickshire and the Learning and Skills Council.

A short life project group with members of the Travel to Learn Partnership was set up to assist with the stage 1 strategic assessment. Results from this work have been fed back to the main partnership and have now been incorporated in their action plan.

Recommendations, Targets & Way Forward

A number of recommendations are proposed for further action based on the outcome of the strategic assessment. These are detailed in the table below.

Action		To be taken forward by
1	Investigate the transport implications (including costs) of increased specialisation of providers and how these can be met (already accepted by Forum as a recommendation from the Travel to Learn Paper)	Education Dept; Transport Dept; FE Colleges; secondary schools
2	Investigate the transport implications (including costs) of increased collaboration between providers and how these can be met (including through joint timetabling) (already accepted by Forum as a recommendation from the Travel to Learn Paper)	Education Dept; Transport Dept; FE Colleges; secondary schools
3	Review the existing Home to School transport arrangements and consider whether flexibility could be introduced to allow travel needs generated by before and after school activities to be met.	Warwickshire County Council, public transport operators
4	Take forward the actions arising from Warwickshire County Council's Overview & Scrutiny committee looking at Home to College transport	Warwickshire County Council, College Transport Managers, public transport operators

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Action		To be taken forward by
5	Continue to investigate safety concerns for accompanied pupils who are not entitled to free school transport and maintain a register of 'dangerous routes'	Warwickshire County Council (Education department; PT&ES)
6	Further investigation of how distance (and availability of transport) affects participation in adult learning (Forum have already accepted a recommendation to review transport needs of different learner groups, including WBL)	Adult learning providers
7	Investigate ways of improving awareness of initiatives which currently exist (already agreed by Forum as a recommendation from the Travel to Learn Paper and work underway to progress this action)	College Transport Managers, Warwickshire WBL Providers & WCC
8	Investigate ways of expanding/tailoring current initiatives to access learning (already agreed as a recommendation arising from the Travel to Learn work) e.g. • access to WBL through Wheels to Work • application of Warwickshire College Lift Share scheme across all areas • better use of internet by all providers to raise awareness of initiatives (possibility of Connexions expanding their website or through publications such as Connexions Fact File)	Connexions, College Transport Managers, Warwickshire WBL Providers and WCC

Taking forward actions

It is proposed that the Warwickshire Travel to Learn forum take the lead responsibility for progressing the above actions (some have already been agreed or accepted by the forum following the Travel to Learn review). In taking forward actions it is proposed that they are considered in parallel for a pilot area – possibly the South Warwickshire education area – rather than carrying out a countywide review. Lessons learnt from the pilot study area could then be applied more generally if appropriate.

Monitoring

A number of indicators are proposed to enable progress towards improving access to key education destinations to be monitored. The indicators differentiate between the population at large and the population group(s) most at risk from social exclusion.

Access to education

- % of a) pupils of compulsory school age; b) pupils of compulsory school age in receipt of free school meals within 30 and 60 minutes of a secondary school by public transport
- % of 16-19 year olds within 30 and 60 minutes of a further education establishment by public transport

Access to Employment

Accessibility Planning and links to the Employment Agenda

Problems with poor accessibility can act as a barrier for jobseekers. The headline statistics from the *Making the Connections* report show that 40% of jobseekers say transport is a problem. This can result in jobseekers only applying for jobs within a narrow geographical area, finding it harder to gain employment and so remaining on benefits for longer.

Solutions to remove transport as a barrier to employment can therefore contribute towards the achievement of national and local objectives for developing and maintaining the economy and promoting employment for all.

Review of employment opportunities in Warwickshire

There has been significant structural change to Warwickshire's economy, resulting in job losses, most recently in the manufacturing sector. Whilst we have seen job growth in new sectors such as distribution, business services, ICT, and social care, some areas, particularly in the north of Warwickshire, require particular support. The Camp Hill Regeneration programme is the most recent example, where partnership working is addressing structural failure and increasing job opportunities, improving access to and take up of services, improving educational attainment, and providing better housing.

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Fairly positive headline figures in the labour market mask some specific and very challenging issues for the Warwickshire economy. Jobs per 1000 population, employment levels, and residence based average weekly earnings vary considerably within the county. Nuneaton and Bedworth and North Warwickshire areas both suffer in comparison with national statistics on wage rates, skills and educational attainment.
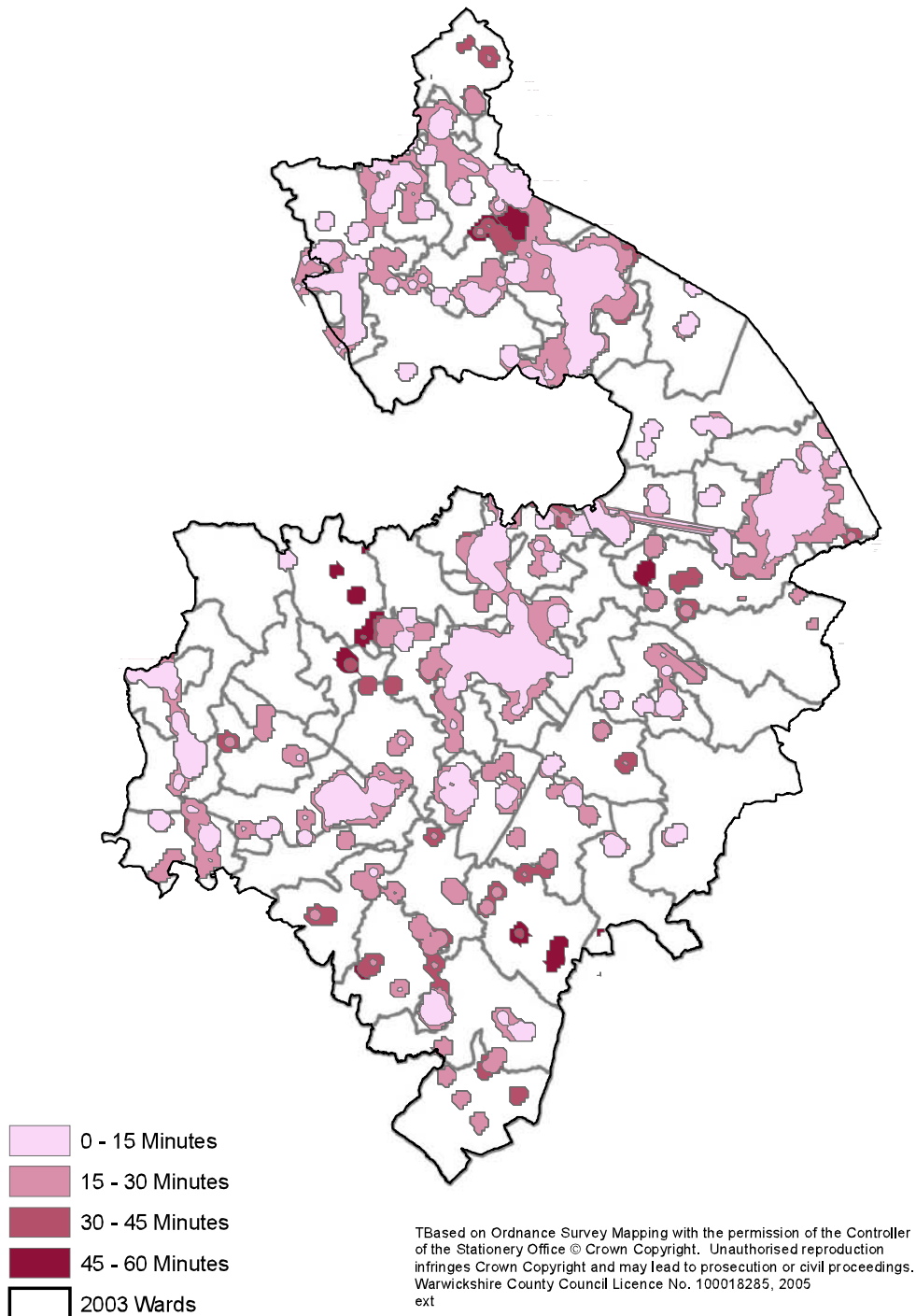
Unemployment in Warwickshire is low. However 6.5% and 1.3% of the working age population respectively are claiming incapacity benefit and lone parents benefits. Many of these would take work if they were given the appropriate support.

Access to employment for Warwickshire residents

Results of strategic mapping exercise - the analysis shows that 86% of the county's population have access to major employment sites by bus or on foot within a 30 minute threshold. This compares to XXX% by car. The majority of areas which have poor or no access by bus are rural areas of the county where there is a lower population density and dispersed deprivation. A number of specialist transport options operate in the areas denoted as having poor accessibility, suggesting that on the ground accessibility is better than indicated by the strategic mapping exercise. The options available for access to employment by specialist transport is outlined in section XXX below. Consideration of access to employment by specialist transport services will be undertaken as part of the stage 2 local accessibility audits.

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Figure R. Access to Main Employment Centres (inc town centres) by Public Transport (Bus)/Walk: Outbound 07.30 – 09.00, Weekday

0 - 15 Minutes

15 - 30 Minutes

30 - 45 Minutes

45 - 60 Minutes

2003 Wards

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Provision of specialist transport for access to employment

In addition to access to employment sites by mainstream public transport, a number of more specialist transport schemes operate throughout Warwickshire, all of which, to some extent help improve accessibility to key employment locations. These transport options are outlined below. NB. Due to time constraints these 'non-timetable' services have not been included in the stage 1 accessibility assessment. It is anticipated that the services will be reflected in the stage 2 assessment.

Part 2 - The Core Strategies 2

Wheels to Work - Warwickshire's 'Wheels to Work' scheme was launched by the County Council in 1999 in response to concerns raised over young people missing out on jobs and training because of accessibility problems. A pilot was launched in the Stratford district area with ten mopeds. In May 2001 the scheme went Countywide, operating a total of 52 mopeds. By March 2004 over 250 young people aged 16-25 had benefited from participation in the scheme with just 5 returning to unemployment.

Buster Werkenbak – this service was launched in the Kingsbury-Coleshill area following a successful bid for Rural Bus Challenge Funds and improves access to employment and training. The service is fully adapted to shift patterns to provide round the clock access.

Company Travel Plans / Car Sharing Database – update position from Nicola Small

Review of secondary evidence

<u>Access to employment in Nuneaton and Bedworth</u>

Research for the Bridges to Success theme group for Coventry and Nuneaton Regeneration Zone highlighted transport as a barrier to people accessing employment. An urban transport project officer commenced employment in July 2004 to help identify and address this issue. Findings from the project were published in 2005 and can be summarized as follows:

- Nuneaton and Bedworth residents have difficulty accessing some employment sites due to poor public transport links. This is particularly a problem for employment involving early or late shifts. Sites which were identified through consultations and interviews as being difficult to access without a private car include:

  - ProLogis Park, Coventry
  - Arena Park, Coventry
  - Bayton Road Industrial Park
  - Bermuda Industrial Estate / Park
  - George Eliot / EPIC park
  - Attleborough Fields Industrial Estate
  - Magna Park, Lutterworth

  We will carry out further investigation of access to these sites using the Accession software to determine the nature and extent of access problems

- Whilst some employment agencies provide transport to employment for temporary workers, this arrangement ends if workers take up an offer of full employment. Workers without access to transport can therefore find it difficult to take up permanent employment

Partnership Working

Relevant partners have been engaged in the accessibility planning process through linking with the existing Coventry and Warwickshire Jobs Strategy Group. The Jobs Strategy Group includes representatives from Warwickshire County Council, Coventry City Council, the Chamber of Trade, Employment Link and JobCentrePlus.

The Partnership has agreed to consider access to employment issues for both Coventry and Warwickshire areas combined, reflecting the high demand for travel to work movements between the two areas. For example 2001 census information shows almost 30,000 workers a day commuting into Coventry from the surrounding districts, particularly from adjacent Nuneaton & Bedworth, Warwick / Leamington and Rugby, while the reverse movement is also strong with almost 18,000 people travelling daily from Coventry to Warwickshire.

In addition to the general access mapping carried out for employment sites as part of the strategic mapping exercise, the partnership has considered access to jobcentres and accessibility of shift work. A subgroup has been convened to oversee the production of additional maps and discuss the outcomes of any work. Results from this work will be fed back to the main partnership in due course and an action plan will be agreed.

Recommendations, Way Forward & Monitoring

A number of recommendations are proposed for further action based on the outcome of the strategic assessment. These are detailed in the table below.

2 Part 2 - The Core Strategies

Action		To be taken forward by
1	Overlay data on specialist transport to employment with Accession maps based on mainstream public transport to identify where 'on the ground' accessibility is poorest	
2	Carry out additional mapping work to help determine the nature and extent of access issues to particular sites and for particular time periods (e.g. shift work)	
3	Investigate ways of improving awareness of initiatives which currently exist, including working with JobCentre Plus to provide tailored travel information for jobseekers	

Taking forward actions

The above actions will be taken forward by Warwickshire County Council in conjunction with partners in the employment and training sectors. Where appropriate short life project groups will be established to take forward the actions, with progress being reported back to the Coventry and Warwickshire Jobs Strategy group.

Monitoring

A number of indicators are proposed to enable progress towards improving access to key health related destinations to be monitored. The indicators differentiate between the population at large and the population group(s) most at risk from social exclusion.

- % of a) people of working age (16-74); b) people in receipt of Jobseekers' allowance within 20 and 40 minutes of work by public transport

Cross-cutting accessibility improvements

In addition to pursuing accessibility improvements in response to the needs of particular sectors (health, employment and work), the County Council has also explored the potential for cross-cutting accessibility improvements. A number of policies have been developed under the following headings to provide an overall framework for delivering cross-cutting accessibility improvements:

- Travel to services
- Location of services
- Service delivery

Travel to services

Policy AS 1

The County Council will, where appropriate (i.e. as identified by accessibility analysis), deliver accessibility improvements through Local Transport Plan programmes

Wider transport strategies and policies within the Local Transport Plan can have a significant influence in improving travel to services, for example by:

- improving the availability, accessibility, affordability and acceptability of public transport;
- improving the attractiveness of walking and cycle for journeys to local destinations by improving routes and facilities, maintaining them in a more usable condition, improving Rights of Way in both urban and rural areas, and making routes safer, more secure, and more attractive;
- improving physical accessibility by addressing issues that affect disabled people and those with impaired mobility in the pedestrian environment and in and around public transport services and infrastructure, by working with operators and infrastructure owners;
- considering the role of parking provision, in particular the availability of parking for disabled users and the adequacy of short stay parking;
- reducing the severance effect of traffic through traffic calming or traffic management measures;
- improving travel choice to employment sites through travel planning techniques and improving the awareness of transport options to key destinations through provision of travel information to target groups or users;
- promoting powered two wheelers as an affordable means of travel for employment, services and leisure activities, including integration with other modes.

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The specific contribution of LTP strategies and policies to improving accessibility is detailed within the mode and topic strategies. Figure 2.5 highlights the links between the LTP mode and topic strategies and this Accessibility Strategy.

To ensure that the accessibility benefits of LTP strategies and programmes are maximised, the outcome of accessibility assessments will be used to inform scheme development through the LTP2 period. Similarly, the accessibility software will be used to assess the accessibility merits of significant schemes.
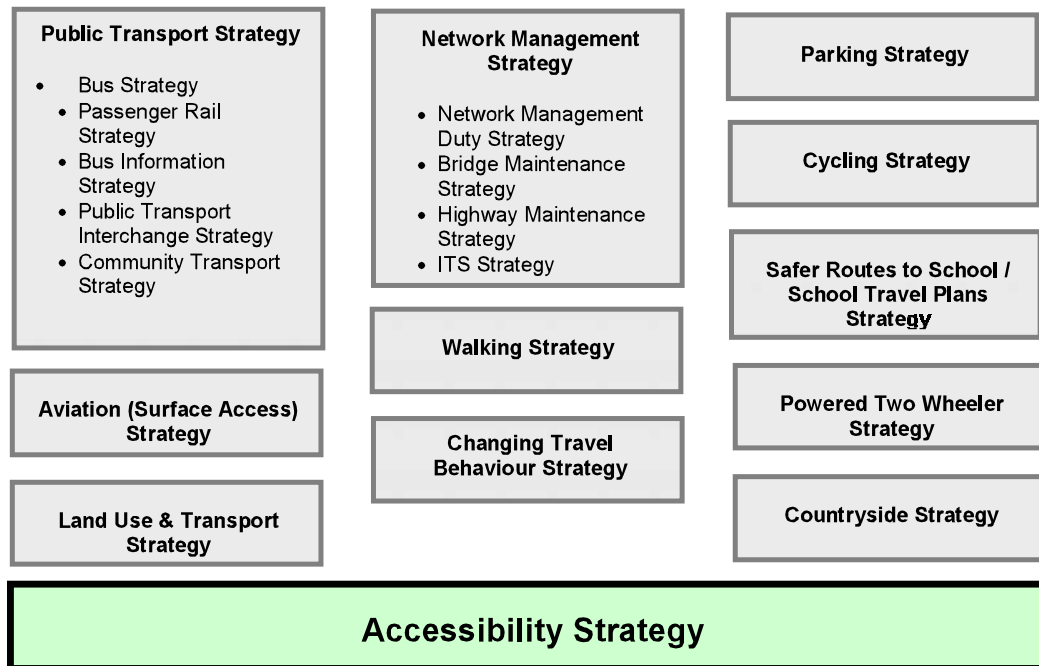
Figure 2.5 Links between LTP mode and topic strategies and the Accessibility Strategy

Policy AS 2

The County Council will incorporate the outcome of the accessibility analysis in the criteria and performance monitoring of essential transport links and the use of revenue support grant and rural bus subsidy grant

The accessibility software will also be used to help measure the performance of existing services supported by Revenue Support Grant and Rural Bus Subsidy Grant. Currently the 'Criteria for the Provision and Financial Support of Essential Transport Links', as outlined in the Public Transport Strategy, is used to determine appropriate accessibility levels at a local level and to help prioritise where improvements are required. The criteria have recently been amended to reflect the transport needs of communities when determining appropriate service levels. The level of car availability has been used as a proxy for the effect of the various factors which give rise to transport need. It is anticipated that these criteria will be refined to take account of transport needs identified through the strategic and local accessibility assessments.

Policy 1

The County Council will consider whether appropriate integration between the County Council's functions and forms of transport could lead to better accessibility and better use of resources

The County Council's transport functions currently include:

- transportation for scholars to and from educational establishments. The current service is a mix of both statutory and discretionary functions.
- transportation for members of the public within urban and rural areas that are not considered financially viable by commercial operators but that are considered socially necessary by the authority.

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- a community transport function for those members of the community who do not have regular access to transport and consequently would otherwise be excluded from accessing services and facilities that they need.
- transportation for specific sections of the community who are in receipt of a service or facility provided through the Social Services Department (e.g. access to a day care centre).

A Best Value Improvement Plan has been prepared following a review of Public, Home to School, Community and Social Services Transport in 2001/02. A number of outstanding actions from this plan are relevant to inform this policy area, namely:

- to investigate the creation of an integrated business unit to operate the County Council fleet;
- to investigate the consolidation of the transport functions into an Integrated Transport Operation.

In addition, the social services department have recently carried out a Supported Travel Review to evaluate whether the current travel arrangements meet the needs of service users. A number of recommendations are currently being pursued which are relevant to this policy, including:

- a need for greater flexibility in options available to people for travel to day care facilities. This includes the investigation of:

  - independent travel training to encourage independent travel by giving advice and support for developing independent travel skills
  - the use of community transport, including supporting the development of new community focused transport solutions that promote the independence and inclusion of learning disable people and bridge the gap between social services transport and public transport
  - the capacity to operate community car pools
  - the involvement of service users in the development of car clubs to promote individual and community empowerment
  - the appointment of neighbourhood travel planners to provide a tailored travel service that addresses the specific travel needs of learning disabled people

- the importance of developing satellite services that will enable people to develop travel skills and increase use of the accessible public transport options within their own locality

The outcome of these investigations will be used to inform this policy area.

Policy AS 3

Working with our partners, we will investigate a range of solutions to make travel more affordable, particularly for those most in need

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Recognising that cost can be a significant barrier to personal mobility for some people, the County Council will support initiatives that help make travel to services more affordable. This will include working with partners (e.g. JobCentre Plus and 16-19 transport partnerships) and operators to look at the provision of discounted and integrated travel schemes as well as the possibility of widening eligibility for concessionary fares, as detailed by the following actions in the Bus Strategy:

i.   In partnership with bus operators, the County Council will examine opportunities for revisions to fare structures and levels;
ii. In partnership with District/Borough councils, the County Council will develop an improved county-wide concessionary travel scheme, possibly through a free-issue county-wide pass for travel on bus and community transport services;
iii. In partnership with bus operators, District/Borough Councils, Centro and other local authorities, the County Council will investigate opportunities to develop a concessionary travel scheme for cross-boundary bus, rail and community transport services;
iv. In partnership with train and bus operators, the County Council will examine opportunities provided for within the relevant transport legislation to implement through ticketing availability between rail, bus and community transport services.

The County Council will also consider affordable solutions for those with less conventional travel patterns, for example through the promotion of car sharing or Wheels to Work schemes. This type of intervention is particularly relevant for individuals who are isolated by a lack of transport but who live in areas of relative affluence, a characteristic often exhibited by rural transport exclusion.

Policy AS 4

Working with our partners, we will address problems of crime and fear of crime in and around transport

The County Council, together with operators, the police and Crime and Disorder Reduction Partnerships, will jointly address problems of crime and safety in and around transport through initiatives such as CCTV cameras, improved waiting and interchange facilities and enhanced staff presence.

The Bus Strategy identifies a number of actions to enhance the safety of bus travel both in reality and in the perceptions of customers. This includes the introduction of on-vehicle CCTV in future QBI schemes and encouraging bus operators to specify on-vehicle CCTV or other appropriate safety measures on new orders of vehicles.

Location of services

Policy AS 5

Working with District Councils, we will seek to ensure that accessibility considerations are integrated into planning policy

The location of new development can have a significant impact on accessibility and social inclusion and the County Council will work closely with planners at the District/Borough level to identify ways to improve accessibility across the County. Current planning policy supports improvements to accessibility by:

- shaping the pattern of development and influencing the location, scale, density, design and mix of land uses in ways which help to reduce the need to travel;
- locating key generators of travel demand in locations accessible by public transport;
- ensuring that the layout of developments facilitates access by public transport, cyclists and pedestrians

At a local level, local development frameworks will play a key role in highlighting where there are gaps in local service provision, identifying sites that are highly accessible by public transport and directing development to these areas. We will therefore work with land use planners to consider how the outcome of accessibility analysis can be reflected in land use planning policies and decision making.

Policy 2

The County Council will require accessibility assessments to be carried out for major new development proposals

As part of its Highway Control function, the County Council will consider the impact of major new development proposals by requiring an accessibility assessment. Where improvements to transport infrastructure and services are required, funding will be sought from developers towards the costs, consistent with the Land Use & Transportation Strategy.

Policy 3

The County Council will work with service providers to ensure that accessibility   considerations are factored into the decision making process of service providers when locating new facilities

Service providers have an influential role in accessibility through their decisions on the location of new facilities. Through the accessibility planning process the County Council will engage with service providers to promote accessibility as a key consideration when making decisions on the location of new facilities. This could involve the use of the accessibility software to demonstrate the relative merits of different locations in accessibility terms.

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Delivery of services

Policy 4

The County Council will work with service providers to promote the delivery of services in ways which contribute towards improved accessibility

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In some areas, provision of services directly to people, through mobile delivery and other mechanisms, might be more appropriate than the provision of transport to get people to those services. Flexibility in how services are delivered also offers the potential to bring about accessibility benefits without the need for additional transport provision. For example, flexibility for patients in booking appointments (as offered by the Advanced Access System) can help improve access by allowing and appointments to be scheduled to take advantage of available public transport services.

In developing accessibility solutions the County Council will therefore work with service providers to consider how service delivery can contribute to accessibility.

The contribution of the above policies and measures to removing or reducing the barriers to accessibility are outlined in the following table.

Policy	Barriers				
	Availability & Accessibility	Cost of transport	Services located in inaccessible places	Safety & Security	Travel horizons
Travel to Services					
AS1 - Delivering accessibility improvements through Local Transport Plan programmes	ü			ü	ü
AS2 – Incorporate outcome of accessibility analysis in the provision of essential transport links	ü		ü		
AS3 – Integration of County's functions & forms of transport	ü		ü		
AS4 – Investigate a range of solutions to make travel more affordable, particularly for those most in need		ü			
AS5 – Crime and Fear of Crime around transport				ü	
Location of Services					
AS6 – Accessibility and Local Development Frameworks	ü		ü		
AS7 – Accessibility assessments for major new development proposals			ü		
AS8 – Integration of accessibility considerations into the decision making process of service providers when locating new facilities	ü		ü		
Delivery of Services					
AS9 – Promote the delivery of services in ways which contribute towards improved accessibility	ü		ü		

Action Plan & Targets

Action Plan

Summary of Action		Timescale
Theme specific actions		
1	Take forward actions and recommendations identified from accessibility assessments of: • Access to Health and Healthy Food	

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Summary of Action		Timescale
	• Access to Education • Access to Employment	
Cross-cutting actions		
2	Agree a framework to ensure that the accessibility implications of significant LTP schemes and measures (outlined in the mode and topic strategies contained within this LTP) are assessed	
3	Use Accession to assist in the allocation of local bus funding in support of the accessibility strategy	
4	Investigate whether appropriate integration between the County Council's functions and forms of transport could lead to better accessibility and better use of resources	
5	Agree a framework with District Councils to ensure that accessibility considerations are integrated into planning policy	
6	Agree a framework for accessibility assessments to be carried out for major new development proposals	

Targets

In the Provisional LTP we stated that targets would be set for each of the indicators measuring access to health, employment and education destinations, as expressed by journey times and monitored annually using Accession software.

We have subsequently carried out more detailed work as part of our accessibility assessments and have found a number of limitations which have deterred us from setting targets for certain destination types, as detailed below:

Access to Education – the dataset excludes School and College Transport services and does not therefore adequately reflect the current situation regarding access to education. In these circumstances it was not considered appropriate to set a target.

Access to Health – the dataset excludes transport for specific health purposes e.g. voluntary car schemes and is not deemed to adequately reflect the current situation regarding access to healthcare. In these circumstances it was not considered appropriate to set a target.

For both these areas work is underway to expand the dataset so that it more closely reflects the situation on the ground. Targets may therefore be set in future years. In the interim we will continue to report progress against these indicators in the absence of targets.

Accessibility targets have been set for employment destinations and also for a general accessibility indicator monitoring Access to Main Centres. The latter has been chosen to reflect the role of main centres in providing opportunities to access a range of services and facilities.

ADD IN TARGETS

[1] measured by the shortest walking route from home to the appropriate school

[2] the nearest appropriate school is the one whose priority area you are living in or the school closest to home by the nearest available walking route

[3] Eligible for free school meals or in receipt of the maximum level of Working Tax Credit

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Road Safety Strategy

Introduction

Improving the safety of the community is one of Warwickshire County Council's corporate strategic objectives. Improving road safety, which we define as reducing the number of people killed and injured on Warwickshire's roads, is a vital part of this objective. This strategy explains our approach to reducing road casualties.

The specific contribution of LTP strategies and policies to improving road safety is detailed within the mode and topic strategies. Figure 2.6 highlights the links between the LTP mode and topic strategies and this Road Safety Strategy.
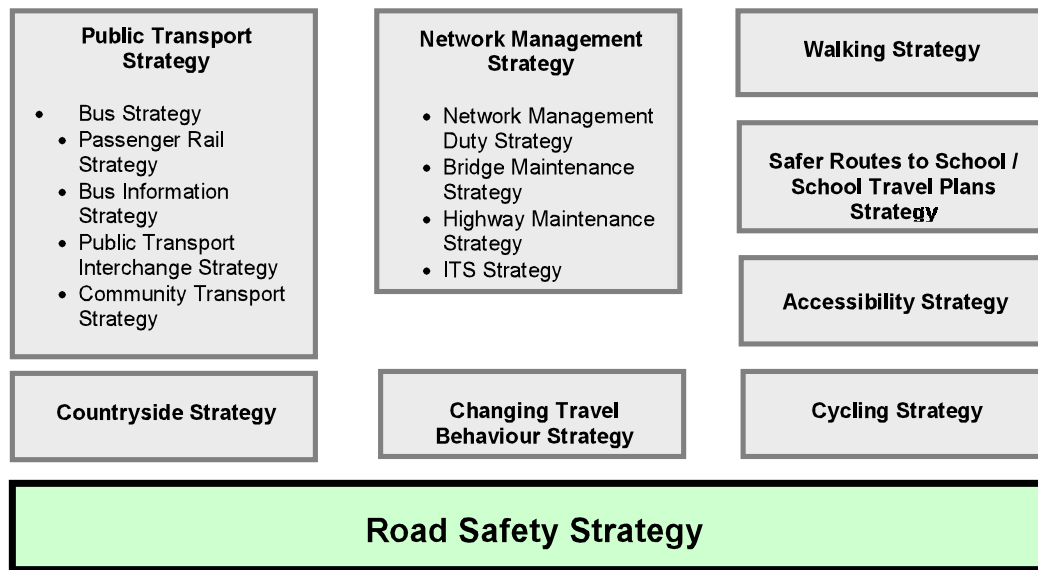
Figure 2.6 Relationship between the Road Safety Strategy and the mode and delivery strategies

The Challenge

The Government's casualty reduction targets are to achieve the following reductions by 2010 (compared with the average for 1994/98):

- A 40% reduction in the number of people killed or seriously injured in road casualties;
- A 50% reduction in the number of children killed or seriously injured; and,
- A 10% reduction in the slight casualty rate expressed as the number of' people slightly injured per 100 million vehicle kilometres.

In its 2005 Guidance on Local Transport Plans the Government has put forward two sets of standards for casualty reduction targets; 'satisfactory' and 'stretching'. The chart below shows the number of people killed or seriously injured on Warwickshire's roads from 1994 to 2004 together with the satisfactory and stretching targets to 2010 based on a straight line trajectory.

Although the stretching targets are hugely challenging, they will save great human misery. We believe the people of Warwickshire are entitled to ask us to meet them. We have adapted and improved the strategy we set out in the Provisional Local Transport Plan to help us do so.

Policy RS 1

Warwickshire County Council commits itself to meet the Government's stretching targets for casualty reduction.


It will not be easy. We will need all the help we can get. We ask the Government, all our partners and the people of Warwickshire to work with us to help achieve the stretching targets.

We are seeking to include the stretching target for people killed or seriously injured in our local public service agreement ('LPSA2'). This will help us promote the targets to our partners and the community and will assist in achieving the resources needed to meet them.

In our Provisional LTP we explained that the Highways Agency and the Police would be crucial to achieving the stretching targets and in September 2005 we held a joint workshop with them to discuss the way forward before deciding whether to adopt them.

No of people killed or seriously injured on the roads in Warwickshire.
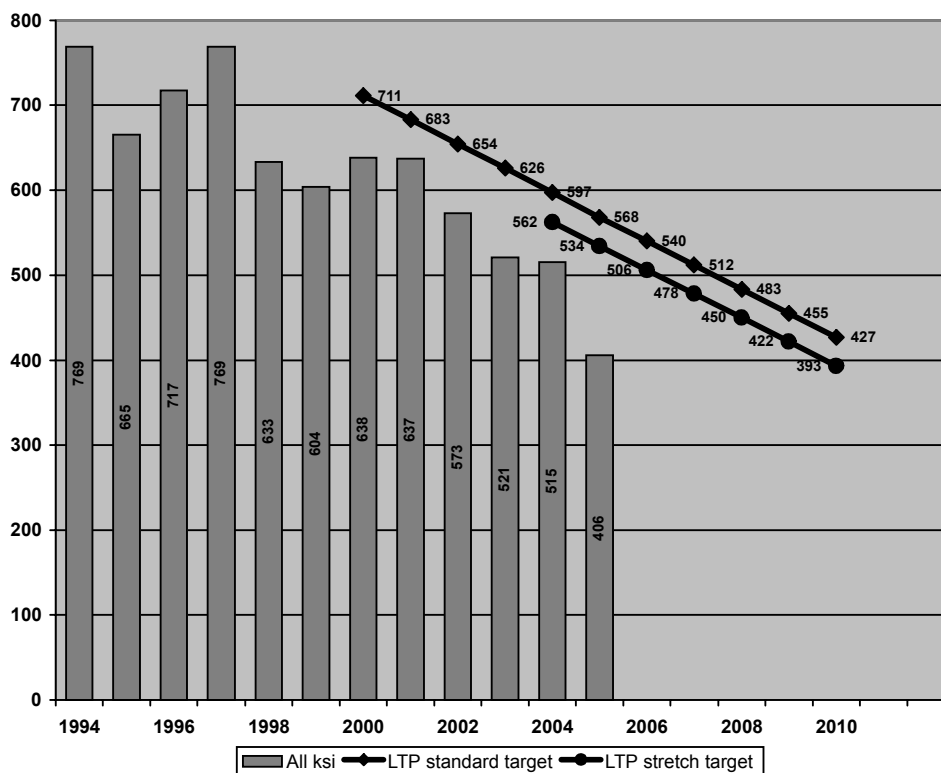
Notes

The figure for 2005 is provisional.

The LTP satisfactory target is a 40% reduction on the 1994/98 average by 2010.

The LTP stretching target is a 30% reduction on the 2001/04 average by 2010.

Figure 2.7 Number of people killed or seriously injured on the roads in Warwickshire

An Intelligence Led Strategy

The first step towards reducing road casualties is to analyse the circumstances in which they occur.

Policy RS 2

We will collect and analyse data about every known road casualty in Warwickshire and use this intelligence to help decide the most effective ways to reduce casualties in the future.

2 Part 2 - The Core Strategies

An Integrated Approach

> ## Policy RS 3
>
> We aim to reduce casualties by every available means including education and training, publicity, engineering measures and enforcement. We believe the most effective approach is an integrated one using the different methods together.

Safer Together – Working in Partnership

> ## Policy RS 4
>
> We support the Government's endorsement of partnership working. Our policy is to work in partnership with anyone who will help us reduce casualties.

Our commitment to partnership working is demonstrated by our work with Warwickshire Casualty Reduction Partnership. The joined up approach to working adopted by the members of the Partnerships has been fundamental to its success. This formal approach to partnership working is mirrored elsewhere in our road safety strategy by a number of informal partnerships established to help us reduce casualties.

We are a founder member of Warwickshire's Action on Accidents Alliance, which includes the County and District Councils, Health Trusts, Police, Early Years Forum, Age Concern and others. The Alliance members are pledged to fight accidents together. This is one of the four key priorities in the Government's health strategy '*Our Healthier Nation*'. The Alliance has produced a strategy to reduce all types of accidents in Warwickshire, which we support.

As a partner in the joint effort to reduce road casualties our role will differ depending on the approach needed. Sometimes we will need to lead: sometimes our role will be to help and support our partners. Where an initiative is already supplied by another agency we will generally support it rather than duplicate it.

We have entered into the *'Safer Together'* Partnership with the Police, Fire and Rescue, Ambulance, Health Trusts and Highways Agency. One of the commitments in the '*Safer Together*' Partnership is to meet regularly. We do this through the Road Safety Project Team which meets regularly to share information and opinions.

Background Information

Safer Together

A Memorandum of Understanding between Warwickshire County Council, Warwickshire Police, Coventry and Warwickshire Ambulance Trust, North Warwickshire Primary Care Trust, Rugby Primary Care Trust, South Warwickshire Primary Care Trust, the Highways Agency and Warwickshire Fire and Rescue.

We are committed to work in partnership to reduce road casualties.

We have agreed this Memorandum on how we can make Warwickshire's roads safer together.

In line with existing protocols, we believe sharing information and opinions will help us work together. We will meet regularly at Chief Officer and operational level to discuss matters of mutual interest. We will give each other as much information as we can.

We will avoid duplication of effort and resources. When planning road safety work we will have regard to each other's activities and try to complement rather than compete with them.

We believe our road safety work will be enhanced by actively involving each other. We will offer each other the opportunity to take part in our activities wherever we can.

We will allow each other the use of resources for road safety work free or on reimbursement of costs rather than on a commercial basis.

In promoting our activities we will give public credit for any help we receive from each other.

Working with Warwickshire Police

Policy RS 5

We will work in partnership with Warwickshire Police.

We acknowledge Warwickshire Police's help in producing this strategy and their statement in support of it:

'Warwickshire Police are committed to working in partnership with Warwickshire County Council to achieve a safer environment on the roads. We will work with Warwickshire County Council towards implementing the Association of Chief Police Officers Road Policing Strategy in line with Government targets for casualty reduction'

We will continue to meet regularly with the police to implement this strategy.

2 Part 2 - The Core Strategies

Picture 2.1 Speed check near Radford Semele

Working with the Highways Agency

We share responsibility for reducing Warwickshire's road casualties with the Highways Agency, which looks after motorways and trunk roads. About 23% of Warwickshire's casualties occurred on motorways and trunk roads in 2004. They have produced their own strategic plan for safety. We acknowledge their help in producing this strategy.

> **Policy RS 6**
>
> We will work with the Highways Agency to tackle casualties that occur where our responsibilities meet, in particular where trunk roads impinge on local communities.

We monitor progress towards the targets for Highways Agency roads and for County roads as well as those for Warwickshire as a whole.

We believe that there are some casualty hotspots and hot sections of routes on trunk roads where minor works could give a high return in terms of casualties saved per pound spent. We have proposed to the Highways Agency that we should jointly carry out a quick preliminary feasibility study to establish the likely return which might be obtained.

We will also work with the Highways Agency to improve current and future non motorised user crossings on trunk roads.

We will continue to meet regularly with the Highways Agency to implement this strategy.

Working with the Warwickshire Fire and Rescue Service

We believe that the Fire and Rescue Services Act 2004 offers us the opportunity to work more effectively with the Warwickshire Fire and Rescue Service and we have agreed a protocol with them on the best way to do this.

Working with the Community

We believe that we will have greater success in reducing casualties if we can persuade the community to share ownership of the problem. As a first step we need to increase the community's understanding of the problem.

Policy RS 7

We will improve communications with local communities, particularly via parish councils.

Working in Areas of Disadvantage

The Council's general aim is to achieve improvement for all although with the fastest improvement for the most deprived. We believe that in general there are more casualties, and hence more potential for reducing casualties, in disadvantaged areas.

Research shows that children in disadvantaged areas are more likely to be road casualties than other children. We undertook and evaluated a pilot project and have used the experience we gained to modify our approach to ensure our interventions give priority to vulnerable areas.

Policy RS 8

We will aim to give priority to addressing safety issues in disadvantaged areas.

Reducing Child Casualties

The number of children killed or seriously injured on Warwickshire's roads has reduced in recent years. However Britain has a poor child pedestrian casualty record compared to the rest of Europe. For this reason reducing child casualties is a key government target.

Policy RS 9

We will have a special focus on the safety of children in line with the government target for reducing child casualties.

Of the 50 children killed or seriously injured in 2004, 27 were pedestrians, 9 were cyclists and 14 were riding in vehicles. If we are to reach our target we will need to achieve reductions in all three categories.

We will reduce child casualties:

- By measures specifically aimed at children, in particular by education and training and by giving them a safer route to school.
- By measures which will reduce casualties generally.

Education and training aimed at children will mainly affect pedestrians and cyclists. However ensuring children wear seat belts will reduce the severity of injuries to casualties in vehicles.

2 Part 2 - The Core Strategies

> **Policy RS 10**
>
> In addition to working to reduce casualties generally, we will work in partnership with schools and others to:
>
> - Deliver road safety education directly and through others;
> - Train cyclists;
> - Organise educational campaigns and events; and,
> - Make the journey to school safer.

Deliver Road Safety Education Both Directly and Through Others

We will:

- Encourage parents to teach their children about road safety
- Develop and deliver road safety programmes ourselves and in conjunction with our partners
- Provide practical pedestrian skills training programmes for infant schools
- Develop a progressive educational programme
- Offer training to teachers and trainers
- Provide support materials to teachers and trainers
- Encourage teachers and trainers to give road safety training high priority and to provide additional road safety work following work by road safety officers

Cycle Training

The Government estimates that a child cycling is almost 50 times more likely to be injured than a child travelling in a car. Cycle training will reduce casualties. This in turn will encourage cycling.

We aim to equip young cyclists to deal with traffic conditions and become safer all round road users. We will:

- Offer first skills training off the road to children in Year 3 and above and cycle awareness training on the road to children in year 5 and above; (Over 3,300 children undertook training in 2005);
- Offer bike safety checks to secondary schools;
- Train professional and volunteer trainers;
- Promote the wearing of cycle helmets; and,
- Encourage schools to include a policy on wearing cycle helmets in their prospectuses and to insist that children wear helmets when cycling to school.

Educational Campaigns and Events

We will use publicity campaigns to reinforce educational initiatives. Our strategy aims to support any educational or training initiatives undertaken and will be researched and targeted at specific road user groups. We will:

- Support Government and Mercia Road Safety Officers Group publicity campaigns and give them a local dimension;
- Use casualty intelligence to develop specific local campaigns;
- Support *'Crucial Crew'*, Warwickshire's multi-agency safety event for 11 year olds; (1,700 pupils took part in 2005).
- Run the *'Live and Dangerous'* road safety event for 11 year olds; (In 2004 *Live and Dangerous* received a commendation in the Prince Michael International Road Safety Awards. 2,500 pupils took part in 2005).
- Organise annual road safety quizzes for schools and for cubs and brownies; (17,000 pupils took part in 2005); and,
- Promote events and campaigns by 'Action on Accidents', Warwickshire's multi agency partnership, in particular the School Safety Merit Award.

Making the Journey to School Safer

The Government hopes to increase the number of children walking or cycling to school for environmental reasons and has made substantial funds available to support this aim. The number of children killed or injured on their way to or from school is relatively small. However, if the number of children walking or cycling to school increases, it is likely that casualties will rise proportionally unless we make the journey to school safer.

It is also important that parents do not limit the development of children by unduly restricting their independence because they are concerned about their safety on the roads. We will:

- Work with head teachers, governors, parents and pupils to identify safety problems for pupils walking or cycling to school;
- Implement schemes which address these problems and encourage pupils to walk or cycle to school; and,
- Work to improve the conditions of non-roadside paths used by children to get to and from school.

Schemes may be engineering measures (such as pedestrian crossings or cycle routes) or other initiatives (such as Walking Buses, where parent volunteers escort a group of children to and from school along a predetermined route).

We will promote our pedestrian training programme '*Kerbsafe*' through infant schools. We will also give pupils the information to enable them to walk or cycle with confidence on the most appropriate and safest routes and encourage walking.

We will give priority to schools in urban areas, but will include rural schools in the Safer Routes to School initiative as appropriate.

Improvements to the infrastructure and implementing and enforcing speed limits can be particularly effective in areas used by children for their journey to school or for play. The wider community will also benefit, particularly from any physical safety measures implemented.

School Crossing Patrols

School crossing patrols play a key part in safety for children. We provide over 100 school crossing patrols for the children of Warwickshire.

Policy RS 11

We will provide school crossing patrols for children age 5 to 11 at sites that meet the national criteria.

We will:

- Provide regular training for new and existing patrols;
- Provide patrols with a uniform that can be easily identified by drivers and children;
- Check regularly that patrols are operating safely; and,
- Check with the police that applicants for patrol work are suitable to work with children.

Reducing Adult Casualties

The number of people killed or seriously injured on Warwickshire's roads has reduced significantly over the last 20 years. Since 2002 when safety cameras were introduced on Warwickshire roads, there has been a significant fall in the number of casualties where excessive speed was identified as a factor and the trend is now downwards. Young people aged 16 to 21 are far more likely to be 'in car' casualties than other age groups. In contrast to other road users the number of motorcyclists killed or seriously injured has not reduced very much since the 1994/98 baseline.

There is no single approach that will reduce deaths and serious injuries in isolation. The way forward is to work with our partners on a variety of fronts where intelligence suggests that progress can be made.

2 Part 2 - The Core Strategies

Policy RS 12

We will work in partnership with others to:

- Change young people's attitudes to driving;
- Promote awareness of the effects of drink, drugs and drowsiness on driving;
- Implement casualty reduction (local safety) schemes;
- Ensure that development does not adversely affect road safety;
- Maintain roads in a safe condition for all users;
- Reduce casualties through speed enforcement;
- Promote training for all types of road user;
- Work with the police to ensure policies are enforced;
- Use publicity as part of an integrated strategy; and,
- Reduce conflict between motor vehicles and other road users.

Young Car Drivers and Passengers

In 2004 about 37% of the driver and passenger casualties in cars were aged 16 to 29 though only about 19% of the population was in this age range.

Policy RS 13

We aim to foster correct attitudes to becoming a driver and the responsibilities of drivers, and other road users.

We have developed *Driving Ambitions,* a pre-driver speed related attitudinal and practical programme that delivers in school training to Years 8 to 12 students. The programme is funded by Warwickshire Casualty Reduction Partnership and managed by the County Council. Research shows that children are forming attitudes that will influence their future driving behaviour by the age of 14. More than 90% of Warwickshire schools in the age group have taken up the programme. In 2005 the scheme received a commendation from the Prince Michael International Road Safety Awards. Over 7,500 pupils took part in 2004/05 and 15,000 are expected to take part in 2005/06).

ASTRA (Active Strategy to Reduce Accidents) is the schools programme for Years 11 and 12 originally developed by Warwickshire Police which aims to educate young people about the potential dangers of owning and driving a motor vehicle and to make them into responsible drivers. It won a Prince Michael International Road Safety Award in 2001. In partnership with the Police we have reorganised *ASTRA* so that it is managed by the County Council and compliments *Driving Ambitions.*

We will expand *Driving Ambitions* and *ASTRA* it so that every school and pupil in the age range participates in them. We have built a system to evaluate their effectiveness into the schemes.

We will use Theatre in Education as a message carrier on responsible driving attitudes.

Alcohol

Thirty years campaigning has changed public attitudes and the number of casualties has been halved since 1981. But we must not be complacent.

In line with Policy RS24 we will continue to organise twice yearly publicity campaigns in partnership with the Police. We will campaign through the press, though advertising and through our own distribution networks to colleges, hospitals, police stations, clinics etc. We will utilise both DfT and our own specially produced publicity material.

In line with Policy RS13 we will continue to promote the drink drive message in our award winning programmes to foster correct attitudes to becoming a driver and the responsibilities of drivers and other road users.

Policy RS 14

We will continue to reinforce the drink drive message regularly in partnership with the Police.

Drugs

The intelligence about casualties caused by legal and illegal drugs is limited. We need more evidence to help us decide the best way to reduce road casualties caused by drugs and the Government is currently carrying out research in this area.

In the meantime we will promote awareness of the effect of drink, drugs and drowsiness on driving by:

- Educating present and future drivers through our mainstream educational programmes, pre-driver education, the driver improvement scheme, speed awareness workshops and professional driver development; and,
- Continuing to develop partnerships with the police and health professionals to promote suitable messages.

Safety Management

Policy RS 15

We will manage safety across the whole road network. We will carry out casualty studies to identify patterns or trends.

This is a more structured approach to reducing casualties than has been used in the past. It will enable us to give more emphasis to child casualties and other vulnerable road users. We will work in tandem with other LTP strategies to encourage alternative modes of transport such as walking and cycling. We will:

- Manage safety and monitor the effects of our strategy;
- Monitor the impact of work across the whole network, not just at individual sites or areas treated; and,
- Give particular emphasis to child casualties and the problems of other vulnerable road users.

We will take the opportunity to incorporate casualty reduction features into any other work we do where possible.

Casualty Reduction (Local Safety) Schemes

By casualty reduction schemes we mean engineering schemes whose purpose is to reduce casualties. In the past these schemes have often been referred to as local safety schemes. These schemes may be at a specific site or over a length of road or an area.

There will never be enough money to carry out all the casualty reduction schemes we would wish to. We will, therefore, prioritise schemes by their cost effectiveness; that is on the basis the casualties we expect them to save for each pound invested in them. By doing this we will achieve the greatest overall reduction in casualties for the total funds available. When we prioritise schemes, we will attach the greater weight to saving fatal and serious casualties.

Policy RS 16

We will implement casualty reduction (local safety) schemes where cost effective measures to reduce casualties can be developed.

Value for Money

As explained in our Delivery Strategy it is essential to make the best use of our resources to achieve the shared priorities. Whilst larger schemes cannot always be justified solely in terms of casualties saved per pound spent they often also help improve accessibility and tackle congestion.

2 Part 2 - The Core Strategies

When we prioritise schemes in terms of the benefits they bring against the shared priorities, their potential to reduce casualties will be a particularly important factor.

Engineering Measures

There are a wide variety of engineering measures that can be used in casualty reduction schemes including:

- Signing and lining and coloured road surfaces;
- Altering speed limits and making traffic orders
- Alterations to the road layout;
- Traffic calming schemes (road humps,' village gateways,' road narrowing etc);
- Improved facilities for pedestrians and other vulnerable road users; and
- Vehicle Actuated Variable Message Signs.

We will:

- Study casualty hot spots and hot routes;
- Review Village Speed Limits across the County;
- Introduce casualty reduction (local safety) schemes where we find problems we can treat;
- Implement casualty reduction (local safety) schemes to reduce the number of casualties by engineering measures;
- Integrate safety and maintenance, including road skid resistance surface treatments at sites which involve a high number of casualties in wet weather conditions and provide safety enhancements as an integral part of maintenance schemes where these will reduce casualty rates;
- Improve facilities for vulnerable road users wherever possible as part of any casualty reduction (local safety) scheme measures; and,
- Monitor the effectiveness of casualty reduction (local safety) schemes.

New Roads Constructed by Developers

Developments should not adversely affect road safety in the area. Our policy is to work with the Local Planning Authority and developers to achieve this. Developers should:

- Ensure that the access to their development is safe;
- Include a safe network of roads, pedestrian and cycle routes within their development;
- Construct new roads, pedestrian and cycle routes within their development to specified safety standards; and,
- Contribute towards off site improvements to the existing local road, pedestrian and cycle networks (including all types of public rights of way) through planning agreements especially where the development will generate significant traffic.

Building Safety into New Schemes

Policy RS 17

We will carry out road safety audits on all new schemes and alterations to the existing road network proposed by ourselves or others.

The aim of an audit will be to recommend improvements to the overall safety of the scheme to the designer. We will base our audit procedures on the Department for Transport's recommendations.

We will carry out the following safety audit process:

- Stage 1 safety audit of preliminary scheme design;
- Stage 2 safety audit of detailed scheme design; and
- Stage 3 safety audit of completed scheme.

Maintenance

We believe there is an important link between casualty reduction and maintenance. The way we maintain our roads can help reduce casualties.

Policy RS 18

We will:

- Maintain roads in a safe condition for all road users;
- Ensure our detailed maintenance policies are written with casualty reduction in mind;
- Pro-actively look for ways in which maintenance can help reduce casualties;
- Study casualty intelligence to see how, why and where casualties occur and use it to initiate or prioritise maintenance work to help reduce them;
- As part of our inspection regime, ensure any potential cause of casualties is identified and dealt with as prescribed by the Highway Maintenance Strategy or (if it is the responsibility of others) is reported to them for action; and,
- Ensure maintenance work does not increase the apparent safe speed above the real safe speed.

Police reports show that slippery road surfaces contribute to about 20% of casualties. A key aim of our surfacing policy will be to reduce this figure.

The maintenance standards, which may influence casualties, are:

- Winter Maintenance;
- Maintaining road surface skid resistance;
- Filling potholes;
- Improving visibility by cutting grass and maintaining hedges and trees;
- Draining water from the carriageway whilst ensuring that drainage infrastructure itself is not a safety hazard;
- Kerbing to protect footways;
- Renewing road markings and signs; and,
- In rural areas where paved footways are not justified, maintain verges, which are key corridors for non-motorised users.

We will produce guidance about how maintenance can improve or reduce the safety of vulnerable road users and establish a programme to review and rationalise road signs.

Safer Speeds

Our casualty data shows that excessive or inappropriate speed contributes to more than 150 road deaths and serious injuries a year in Warwickshire. Speeding is still regarded as acceptable by many drivers.

Higher speeds not only also increase the likelihood of casualties but also their severity when they occur.

Policy RS 19

We will combat excessive and inappropriate speed with an integrated programme of education, engineering and enforcement.

2 Part 2 - The Core Strategies

Picture 2.2 Safety poster

Educating drivers about speed

We introduced Speed Awareness Courses in 2002. Over 7,000 speeding offenders attended the half day theory course in 2004/05 and over 9,000 will attend in 2005/06. All participants are asked to evaluate the course on a scale from one (worst) to five (best). The average score is over four. Warwickshire were one of the first authorities to sign up to the National Speed Awareness Workshop Scheme.

Safety Cameras as part of an integrated casualty reduction strategy

Policy RS 20

We will continue to use safety cameras as part of our integrated strategy to reduce casualties. We will use them as a last resort where the evidence shows they are the most cost effective way of reducing casualties at a particular site or route.

Warwickshire has supported the Government's safety camera initiative. We took the lead in forming the Warwickshire Casualty Reduction (safety camera) Partnership in October 2001. The Partnership's work has greatly reduced casualties at camera sites. It has also used cameras to address speeding issues raised by local communities where the Government's rules permitted. In 2004 the number of collisions in which people were killed or seriously injured at camera sites was 47% lower than the 1994/98 baseline.

The Partnership has undertaken high profile intelligence led anti-speeding publicity campaigns with the other Midlands partnerships. The targeted campaigns were based on the findings of a detailed study of driver attitude and behavior that included looking at how advertising can be used to influence drivers choice of speed. The study was the largest of its kind conducted in the UK and involved canvassing the opinions of 2,500 drivers. The campaigns are subjected to pre-market testing and post-campaign evaluation to measure effectiveness. This approach won a commendation from the Prince Michael International Road Safety Awards in 2005.

In December 2005 the Government decided that safety camera activities and partnerships should be integrated into the wider road safety delivery process.

Integration will allow a more flexible approach to safety cameras based on the following principles which both the Council and the Partnership have supported:-

Cost effectiveness - The increased flexibility permitted by the new arrangements will help us to direct resources in the most cost effective manner. We will devote the additional resources to casualty reduction. The treatment at any particular site or route will be chosen to achieve the greatest reduction in casualties for the investment made.

Partnership - We cannot reduce casualties on our own. We need all the help we can get. We already work closely with other agencies both within and outside the Partnership. The Government's new arrangements offer the opportunity to work with a wider range of partners.

Evidence based approach - The Council's policy is to collect and analyse casualty data and use this intelligence to help decide the most effective ways to reduce casualties in future. The Partnership will bring with it a rigorous methodology which will reinforce this approach.

Evaluation - The Council and the Partnership share the approach of regularly monitoring and evaluating their work and using the results to improve their effectiveness.

Best practice - The Council and the Partnership have shared the same aims but have used slightly different approaches. The integration offers the opportunity to adopt the best practice from each in the new integrated approach.

We will:

- Work with the our partners to target speed and red light abuse at locations with the worst records for speed related casualties;
- Promote a programme of education designed to influence driver behaviour towards speeds and to explain the reasons for enforcement;
- Seek to support communities concerned by speeding traffic through a community based speed education initiative and, where justified by the evidence, engineering or enforcement.

Speed Limits

The actions proposed above rely on having a speed management strategy that ensures suitable speed limits are in place on our roads. We believe there should be close collaboration with the Police in setting speed limits. Our present speed management strategy is based on Department of Transport Roads Circular 1/93. The Government intends to publish revised guidance on setting local speed limits shortly. When it does we will use it in developing a revised speed management strategy, to help reduce casualties and encourage greater respect for speed limits.

Motorcycling

In this strategy 'motorcycle' means any powered two-wheel vehicle.

In contrast to other road users, the number of motorcyclists killed and seriously injured is now greater than the 1994/98 baseline. In 2003 almost 10% of casualties and almost 20% of fatal and serious casualties were motorcyclists.

Policy RS 21

We will work with the Powered Two Wheeler Forum and other partners in planning interventions, which will be based on intelligence. We will monitor our interventions to assess their success.

We will produce and regularly update a plan aimed at reducing motorcycle casualties in partnership with Warwickshire Police, Warwickshire Casualty Reduction Partnership and the Highways Agency. The current version is reproduced below.

2 Part 2 - The Core Strategies

Background Information

Motorcycle Casualty Reduction Plan

To address motorcycle safety issues we will:

- Work with local motorcyclists, other local authorities, the Police and other partners to implement our policies for casualty reductions.
- Identify motorcycle casualty hot routes in Warwickshire, on which we will:
- Examine the breakdown of casualties in terms of rider age and experience, type of machine, location of crash etc.
- Determine the apparent cause of casualties
- Develop and implement a balanced programme of educational, promotional and engineering based works targeted at reducing the casualties
- Target enforcement where inappropriate or excessive speed appears to be a causal factor of casualties
- Develop a dedicated promotional campaign to address safety issues that is targeted at both motorcyclists and car drivers. Where appropriate this will particularly focus on the more vulnerable younger motorcycle riders and riders of higher capacity machines.
- Develop a dedicated web presence for motorcyclists in Warwickshire, which contains relevant information on:

  - Hot routes and related initiatives
  - Bikesafe, Scootersafe and motorcycle training
  - Speed cameras

- Work with the Police to promote and increase the use of rider improvement programmes for motorcyclists committing road traffic offences.

We will:

- Identify routes that have a higher proportion of motorcycle casualties;
- Develop and implement a comprehensive action plan with the police that addresses the issues around motorcycle casualties;
- Compile a register of approved motorcycling training schemes and ensure that local training schemes are well publicised and suitable information is available for motorcyclists;
- Work with the police to support and publicise their BikeSafe and ScooterSafe schemes;
- Promote and provide education on safe riding practices;
- Educate drivers to be aware of motorcycles; and,
- Consider engineering measures in the context of the wider casualty reduction strategy.

Safety for Pedestrians, Cyclists and Horse riders

Fatal and serious pedestrian and cyclist casualties in Warwickshire have reduced in recent years. The promotion of walking and cycling as alternatives to travelling by car will not only reduce congestion and pollution, but will also improve health as do recreational walking, cycling and horse riding.

Policy RS 22

We will:

- Provide training for pedestrians and cyclists;
- Promote the wearing of cycle helmets;
- Strengthen links with local cycling organisations to promote safer cycling;
- Support the British Horse Society's safety training schemes; and,
- In rural areas where paved footways are not justified identify key verges or other corridors for vulnerable road users and maintain them accordingly.

Enforcement

In partnership with the Police, we will continue to:

- Support Warwickshire Casualty Reduction Partnership in enforcing speed limits at collision hot spots where excessive speed is an issue;
- Offer the Driver Improvement Scheme to less serious traffic offenders;
- Offer Speed Awareness Workshops to less serious speed offenders; and
- Support the police's Bike Safe initiative.

Policy RS 23

We will work with the police to ensure policies are enforced and the community is aware of the possible consequences of dangerous and illegal behaviour on the road.

Promoting Safer Road Use

We will support government campaigns and apply and adapt them to local circumstances. We will analyse local data and establish whether there are any specific local casualty problems that need to be addressed and with our partners initiate local campaigns. We will establish a local publicity campaign network for the distribution of promotional and information leaflets.

We will ensure that with any campaign interested partners are consulted and involved.

Policy RS 24

We will:

- Actively support national campaigns and give them a local dimension;

- Promote local campaigns to address issues particular to Warwickshire; and

- Use publicity as part of an integrated road safety strategy.

How do we evaluate what we have done?

One of the challenges we face is to evaluate how well our strategy and each individual activity has contributed to reducing casualties. We do this in a number of ways. Each has its strengths and limitations:-.

- We look at our progress towards achieving our casualty reduction targets. Our aim is to reduce the number of people killed and injured on Warwickshire's roads so this is the ultimate criteria against which our work must be measured. However it does not distinguish the success of different activities or between the effects of our activities and other unrelated factors.
- Where we have implemented improvements at a particular location we monitor the number of casualties at that location before and after the improvement. This gives a good idea of the success of a particular improvement. However this is only applicable to the type of scheme which is implemented at a specific site or route. It cannot entirely eliminate the effects of unrelated factors nor can it consider the possibility that a scheme might cause traffic to divert and hence perhaps increase casualties elsewhere.
- For educational services we monitor the number of people (usually children) who have taken up the service. The more people who receive education and training the greater the reduction in casualties is likely to be. However this method does not give any idea as to the saving in casualties achieved. It does not monitor the quality of training though this limitation can be partly overcome by also asking clients for their opinions (see below).

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- Wherever possible we ask our clients (including children) for their opinions of the education and training we have given them. Clients generally have a good idea as to the quality of the education and training they have received. However this method does not give any idea as to the number of casualties saved.
- We invite the community's views on our performance overall. The community is generally a good judge (and in a democracy the ultimate judge) of the overall quality of our service. However this method does not give any idea as to the number of casualties saved.

Policy RS 25

We will regularly monitor and evaluate the success of this strategy and review and update it as necessary to ensure we use our resources in the most effective way to reduce road casualties.

Background Information

How has Warwickshire compared with the national picture?

Extracts from the overview of the first three yearly review of the Government's Road Safety Strategy (DfT 2004) with comments on the position on each issue in Warwickshire. (The Government's review used data up to the end of 2003 so in this box it is compared with Warwickshire data to that date).

Successes

'The excellent progress on reducing child casualty numbers' - *Also achieved in Warwickshire - casualties 35% below baseline*

'The pedestrian and cyclist casualties of all severity have reduced significantly for both adults and children' - *Also achieved in Warwickshire - pedestrians 31% below and cyclists 42% below baseline*

'The introduction of the Safety Camera Netting Off Scheme' - *Also achieved in Warwickshire - 200 fewer casualties at camera sites in two years (2002 & 2003)*

Areas requiring continuing improvement

'The levelling off in road casualty fatalities' - *Also an issue in Warwickshire - 51 fatalities in 2003, 2% above baseline*

'Further improving motorcycle safety' - *Also an issue in Warwickshire - casualties 8% above baseline*

'Further reducing child casualties, with particular focus on child' pedestrian and child in-car casualties, especially older age groups' - *This can also be applied within Warwickshire - the 10-15 yrs age group having more casualties across all user groups*

'The steady increase in the number of drink drive related casualties and casualties' - *An upward trend is also shown within Warwickshire - 38% above the average in 2003*

'Excessive or inappropriate speed continues to play a major factor in many casualties; and a need to step up the implementation of speed management policies in rural areas' - *In Warwickshire in 2003 - 26% KSI casualties in rural areas attributed to excessive or inappropriate speed.*

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Congestion Strategy

Introduction

Over time, competition for finite available road space has resulted in increased congestion. The main reason for increasing congestion is the growth of road traffic but there are other causes such as temporary restrictions on the highway network during road works.

This growth in traffic and increased investment by utilities and the Highway Authority is a sign of strong economic performance. As individuals become more affluent and businesses grow the demand for travel increases. Congestion can therefore be regarded as a sign of economic success.

However, high levels of congestion could have an adverse impact on economic performance and the quality of life for residents, pedestrians and drivers. Therefore if left unchecked congestion could compromise the achievement of overall LTP objectives, particularly objectives 2 and 3.

For these reasons Local and Central Government have made tackling congestion a Shared Priority for Transport and therefore a key performance indicator.

The specific contribution of LTP strategies and policies to reducing congestion is detailed within the mode and topic strategies. The figure below highlights the links between the LTP mode and delivery strategies and the Congestion Strategy.
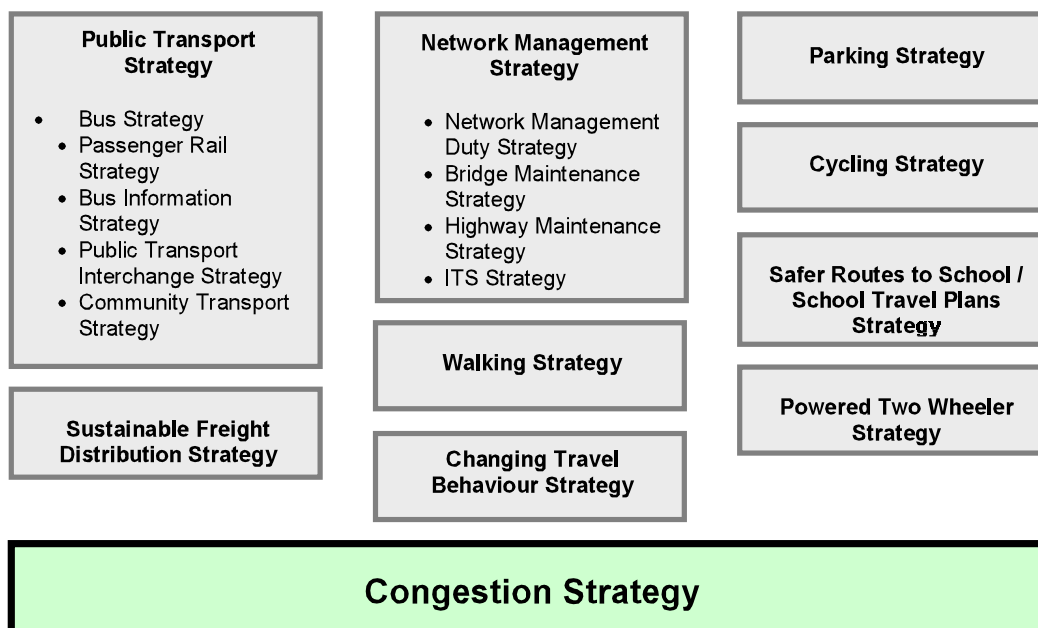

Figure 2.8 Relationship between the Congestion Strategy and the mode and topic strategies

Congestion in Warwickshire

Congestion in Warwickshire occurs mostly in peak periods as a result of commuter and school traffic. It is limited to certain key routes in the urban areas and to some key junctions on the strategic rural highway network. When compared to larger urban areas congestion in Warwickshire is limited in geographical scope, occurs only at limited times of the day and is substantially removed during school holidays.

However, there is a considerable weight of public opinion that congestion is the most significant transport and access issue in Warwickshire. In a survey carried out in early 2004 for the review of the first LTP, 84% of respondents thought that congestion was a major or significant problem.

Average traffic growth on the local urban highway network in Warwickshire was 11.9% between 1994 and 2004. However, traffic growth is not uniform across the County. Over this 10 year period there was no growth in Bedworth, and in the other towns growth was 8% in Kenilworth, 13% in Leamington Spa, Nuneaton and Stratford-upon-Avon, 15% in Warwick and 16% in Rugby. This growth in traffic has meant that congestion has become worse over the last 10 years.

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Warwickshire has a growing population and economy and it can be expected therefore that traffic and congestion will continue to grow. However, as over the last 10 years, future growth is unlikely to be evenly distributed across the towns and districts. Traffic growth is influenced by a complex range of factors including; social-economic well being, car ownership and use, the level of new development and local economic performance. Many of the land allocations for housing and employment outlined in the District Local Plans have been achieved and so the rate of new development over the next 5 years should reduce in the County, with the focus being on the main towns. Background traffic levels might be expected to increase less quickly in the north, which is generally less affluent than the south, although North Warwickshire District has made the least progress in its housing allocation and therefore has more development still to come.

Congestion monitoring has been carried out in Warwickshire's main towns each year for the last seven years by carrying out repeated timed journeys on set routes. Of necessity this data is a snapshot and is indicative only of congestion levels. A comparison of average journey speeds derived from these timed journey runs is shown in Table xxx. The data suggests that journey times are significantly slower in Warwick than in any other town.

Timed journey runs (Source: WCC)			
Average Journey Speeds (mph) on key routes 8 am to 9 am			
	1999 (see note)	**2002 (see note)**	**Change**
Kenilworth	19	17	-10%
Warwick	11	11	No change
Leamington	16	14	-12%
Nuneaton	17	15	-12%
Bedworth	19	19	No change
Rugby	18	18	No change
Stratford	16	15	-6%
Note – Due to the snapshot nature of the data the speeds for 1999 and 2002 are derived as the middle year of 3 years averaged data for the periods 1998-2000 and 2001-2003 respectively.			

Table 2.6 Timed journey runs

Options for Dealing with Congestion

The possible approaches for addressing congestion are:

a. Do nothing and leave drivers to respond to increasing congestion by travelling at different times (peak spreading) or via alternative routes;
b. Build major new road capacity;
c. Build small scale capacity improvements at localised congestion hotspots eg: junction improvements;
d. Improved traffic management through the use of Intelligent Transport Systems and CCTV to make more efficient use of existing road space;
e. Improved management of road works, events and incidents on the highway network to reduce the extent or duration of congestion caused;
f. Decriminalisation of certain traffic offences to allow better enforcement and hence reduce delays caused by illegal movements such as banned right turns;
g. Reduce the demand for travel. A reduction in the need to travel could be achieved over a long period of time through appropriate planning policies;
h. Reduce traffic volumes by encouraging travel by modes of transport other than the private car. This could be achieved through a variety of initiatives including: encouraging greater use of public transport, encouraging more walking and cycling, school and green travel plans, parking policy, multi occupancy vehicle lanes and provision of Park and Ride services; and,
i. Introduction of fiscal measures to discourage traffic from driving in congested areas, eg: congestion charge or road pricing.

All of the above approaches may be appropriate in certain circumstances and none are ruled out in the long term. However, major new road construction is unlikely to feature as a significant policy option in the Plan period 2006-2011 except in Rugby where construction of the Western Relief Road is planned. It is also unlikely that road pricing will be considered in the Plan period 2006-2011.

The LTP survey carried out in early 2004 asked respondents to prioritise potential solutions to transport problems they had highlighted. Although respondents gave congestion as their top concern there was little support for new road building. Only 21% of respondents considered new road building to be extremely or very important. However 62% of respondents considered that traffic management on existing roads to reduce congestion was extremely or very important. Respondents also gave strong support for improvements to public transport, walking and cycling.

Policy objectives aimed at encouraging the use of public transport, walking and cycling may require reallocation of road space or time for maximum effectiveness. For example introduction of a pedestrian phase at a traffic signal junction will increase safety for pedestrians and remove a potential impediment to walking, but it also will increase congestion because there will be less capacity for traffic. There is therefore a potential conflict between policies that will need to be carefully managed.

Picture 2.3 Congestion occurs at key junctions at specific times of day

The Congestion Strategy for Warwickshire

The objective of this strategy is to promote measures aimed at limiting the rate of growth in congestion. The strategy recognises that some limited increases in highway capacity will be necessary, but the primary aim of the strategy is to mitigate the growth in congestion through measures aimed at discouraging growth of peak period traffic in urban areas, and encouragement of more sustainable modes of transport. Improvements to reduce congestion will not normally be implemented if they conflict with other transport policies and objectives.

Policy CS 1

Policy CS1 - Improvements to reduce congestion will not normally be implemented if they are detrimental to the safety and/or convenience of pedestrians, cyclists and public transport users.

There is significant scope for achieving a "quick win" to reduce congestion through better management of road works, events and incidents on the highway network. As a matter of priority therefore we will aim to achieve better management and co-ordination of works and events affecting the highway. We will also aim to reduce the time that temporary works are present in the highway by such methods as increased working hours and weekend working. The County Council has powers to influence the working practices of utilities so that their works in the highway are carried out with less disruption. It is intended that these powers will be used robustly but fairly to achieve a reduction in the impact of utilities works in the highway.

Through effective planning and control the County Council will aim to minimise the disruption and congestion caused by its own works in the highway.

If there is evidence that moving traffic offences are causing congestion we will consider using powers in the Traffic Management Act to achieve better enforcement of such offences through decriminalisation of the offences.

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The County Council has appointed a Traffic Manager who will be responsible for achieving reductions in congestion using powers under New Roads and Street Works Act and the Traffic Management Act (NRASWA).

Policy 5

Policy CS2 - We will use our powers under NRASWA and the Traffic Management Act robustly but fairly to achieve reduced congestion arising from temporary works, events and offences affecting free movement of traffic on the highway. The County Council will also aim to minimise the disruption and congestion caused by its own works in the highway.

Achieving a reduction in traffic growth in urban areas would contribute to a number of policy objectives and targets, including mitigating the growth of congestion. Tackling congestion by increasing capacity will tend to encourage traffic growth, which could be detrimental to some policy objectives. Measures aimed at reducing traffic growth will therefore be regarded as a higher priority response to tackling congestion than measures aimed at increasing capacity for traffic.

Policy 6

Policy CS3 - We will seek to implement measures to mitigate the growth in congestion where average journey speeds have or are at risk of decreasing by more the threshold set in the congestion target. Where a choice of measures is available those aimed at reducing traffic growth or encouraging travel by modes other than the car will be prioritised over measures that increase the capacity of the highway network.

New development is a significant cause of traffic growth and increased congestion. It will be a requirement that new development will provide funding for improvements aimed at mitigating the impact of new trips generated.

Action Plan for 2006 to 2011

It is anticipated that in the Plan period 2006 to 2011 the measures listed below will be the principle measures that will contribute to reduced congestion. Only measures f, g, h, i and j are aimed specifically at congestion. The remainder are primarily aimed at achieving other objectives but will contribute to reducing congestion as a secondary outcome. Given the combination of existing slower journey speeds and higher forecast traffic growth in Warwick, Leamington and Stratford specific measures aimed at reducing congestion will be prioritised for these urban areas. A particular priority will be to identify opportunities to reduce the percentage of pupils transported to school by car.

Measures that will contribute to reduced congestion during the Plan period 2006 to 2011 are:

a.   Reduce traffic growth by encouraging mode shift from car to walking and cycling for short journeys in urban areas;
b.   Promote changes in travel habits and modes of travel through workplace travel plans;
c.   Reduce traffic growth in the most congested urban areas through provision of Park and Ride facilities for Stratford, Warwick and Leamington;
d.   Reduce traffic growth in the North/South Corridor (Leamington and Warwick to Nuneaton) by encouraging use of public transport. Specifically, two Major Scheme bids are planned to improve public transport in Warwick and Leamington and the North/South Corridor;
e.   Reduce traffic growth through a continued programme of "Safer Routes to School" in conjunction with school travel planning to reduce the number of children driven to school;
f.   Increase the efficiency of the existing highway network through introduction of Intelligent Transport Systems (ITS) and CCTV. Specifically, a Major Scheme bid for ITS is planned for 2006;
g.   Increase the capacity of the highway network through a programme of capacity improvements at local congestion hotspots. Primarily this will comprise small-scale junction improvements aimed at increasing the efficiency of operation of junctions. Priority will be given to improving junctions on important public transport routes where buses will derive benefit from reduced congestion and for schemes offering a cost-benefit ratio of at least 3 when assessed using COBA;
h.   Construction of the Rugby Western Relief Road will significantly reduce congestion in Rugby town centre and on some radial routes;

i.   Improvements planned by the Highways Agency at M40 junction 15 and A45/A46 Tollbar End roundabout will contribute significantly to reducing congestion at these key nodes on the strategic highway network in Warwickshire; and,

j.   Construction of Stratford Western Relief Road in conjunction with new housing would reduce the volume of traffic in the town centre and forms a key element of the Stratford Transport Strategy.   However, it is now expected that this scheme will be implemented after 2011.

Congestion Targets

The target included in the 2000 LTP for congestion was "To avoid congestion increasing journey times on the local highway network by more than half between 1999 and 2011". The monitoring in Table xx shows that on average across the County there has been a slow deterioration in journey speeds but if the trend since 1999 continues it appears that the above target as an average across the County will be easily met.

The Government's 10-year plan for Transport contains a national target to reduce congestion to 2000 levels by 2010. It is unlikely that it will be possible to achieve this target in Warwickshire with the levels of investment likely to be available for schemes that will reduce congestion. However, given the relatively modest levels of congestion experienced in Warwickshire it is considered acceptable that this Government target is not adopted for Warwickshire.

Using the QVIEW and PARAMICS traffic models maintained for the main urban areas of the County it is possible to predict changes in journey speeds for future years. Predicted peak hour average journey speeds for 2006 and 2011 are given in Table yy. The predicted average speeds for 2011 assume NRTF low traffic growth plus traffic generation from committed developments but no improvements, except in Rugby where it is assumed that the Western Relief Road will be built.

Predicted Average Peak Hour Journey Speeds (mph) (Source: QVIEW & PARAMICS urban traffic models)			
	2006	**2011**	**Change**
Warwick/Leamington Spa/Kenilworth	15.4	13.7	-11.4%
Nuneaton	18	16.9	-6.4%
Bedworth	20.5	20	-2.7%
Rugby	14.3	13.7	-4.2%
Stratford-upon-Avon	13.1	10.3	-8.3%
Warwickshire	16	14.7	-8.7%

Table 2.7 Predicted average peak hour journey speeds (mph)

There is insufficient data available in Warwickshire to facilitate the multi-modal modelling that would be necessary to assess the impact on congestion of the multi modal measures listed in the action plan. Without such an assessment it is not possible to model how the journey speeds predicted in Table 2.3 would be modified by the measures listed. Given the relatively modest levels of congestion experienced in the County it is not considered cost effective or a priority to invest in the creation of a multi-modal model.

Any comparison between the predicted speeds given in Table xx and the speeds resulting from the timed journey runs in Table yy should be treated with caution. The data in Table yy is averaged from a series of 'snapshots', it is obtained from the AM peak period only and the areas are calculated in a slightly different manner from those in Table xx.

In order to assess the likely impact of the measures listed in the Action Plan, a Consultant was employed to produce a simple spreadsheet multi modal model for Warwick, Leamington and Kenilworth that could be used in conjunction with County Council's fixed matrix QVIEW model. This showed that with the modest level of improvements likely to be feasible using Integrated Transport Block allocation it was likely that average peak hour journey speeds would reduce by about 10% between 2005 and 2011 in Warwick and Leamington. This compares to the predicted reduction without improvements (2006 to 2011) of 11.4%. It also compares with observed traffic speeds in Table xx, which remained unchanged in Warwick and deteriorated by 12% in Leamington and 10% in Kenilworth. The observed data covered a three-year period.

Congestion Targets

The above modelling and observed evidence suggests that a target of a 5% deterioration in average peak hour traffic speeds across the whole County over the five year period 2006 to 2011 could be stretching. Given the relative low priority (compared to other Shared Priorities) that will be given to congestion in the Plan period 2006 to 2011, it is considered

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inappropriate to set such a stretching target. However, if congestion is allowed to grow unchecked it will have significant adverse impacts. It is therefore appropriate to set targets. The urban traffic models predict a difference in deterioration of traffic speeds in different towns; therefore two different targets will be set.

We will seek to avoid congestion on the main urban highway networks causing deterioration in average journey speeds between 2006 to 2011 in the key urban areas as follows:

- Warwick/Leamington Spa, Stratford   - 10%
- Nuneaton, Bedworth, Rugby and Kenilworth   - 5%

Setting targets that journey speeds should not deteriorate over the Plan Period by more than 10% in Warwick, Leamington Spa and Stratford and 5% in Nuneaton, Bedworth, Rugby and Kenilworth, will, when added to the observed change to date, represent a stretched target compared to that set in the first LTP.

The source of data for of assessing highway network journey speeds will continue to be the annual journey runs already well established. However, other sources of data such as in vehicle tracking devices are becoming available which may provide a more statistically significant measure of journey speeds. The availability of such data will be kept under review and when such data is reliable and available at reasonable cost it may be adopted.

There is no existing data on the scale of congestion caused by road works, moving traffic offences and other events affecting the highway network. It is not possible therefore to set outcome targets for reducing congestion resulting from road works and other incidents. However, the Traffic Manager will develop output targets for incorporation in the Network Management Strategy.

Air Quality Strategy

Introduction

Air quality is important as it has the potential to impact on human health and the environment. Air quality is determined in part by the emissions from activities such as energy production, industrial processes and road transport. These activities contribute different pollutants at differing concentrations into the air.

Poor air quality can be particularly harmful for the most vulnerable members of society such as babies and young children, the elderly and those with pre-existing illnesses such as asthma, heart disease or other cardio-respiratory conditions. Exposure to poor air quality, particularly over a long time scale and at elevated concentrations, is believed to play a role in diseases such as asthma and cancer. Depending on the pollutant type, exposure to high levels over short time scales can lead to difficulties in breathing and acute symptoms such as wheezing, coughing, headache and nausea.

Poor air quality does not just impact upon human health; air pollution can also have an adverse effect upon wildlife and vegetation, including crops. Some pollutants contribute to acid rain which can erode the facades of buildings and other structures. Certain pollutants (specifically carbon dioxide in relation to road transport) are known to contribute to global climate change.

Activities such as those highlighted above can also affect the immediate environment and human health on a local scale. An Air Quality Strategy for Warwickshire will help to manage potentially polluting actions and activities, particularly the use of road transport and to minimise the impact on air quality thereby aiming towards a healthier environment.

The Air Quality Strategy aims to focus on air quality issues within Warwickshire, drawing strong links with the five District/Borough Councils whilst also taking into account regional considerations and the UK National Air Quality Strategy objectives. The Government's targets on reducing greenhouse gas (carbon dioxide) emissions are also taken into consideration, as is the promotion of more sustainable lifestyles.

The Strategy focuses on road transport as this is the main contributor of polluting emissions in Warwickshire and puts forward an Air Quality Action Plan for reducing these emissions. Warwickshire's air quality issues have been considered in an inclusive, multi-disciplinary fashion in order to achieve the most appropriate, realistic and practical solutions.

Many of the schemes and initiatives outlined in the Action Plan have common, interlinked approaches, answering directly to the most relevant air quality issues in the county, often seeking out the same end result. These are also used to inform transport policy for the county and complement the LTP objectives.

The Need for an Air Quality Strategy

Improving local air quality delivers a number of benefits, the most important of which is the improvement of public health and quality of life. In addition to influencing air quality, transport policy can determine other benefits including the improvement of road safety, increased provision, security and comfort of public transport, the improvement of public spaces and the promotion of healthier lifestyles through the encouragement of walking and cycling. Addressing air quality issues can also help meet Governmental objectives on greenhouse gas emissions.

The Government has set out standards in legislation for seven key pollutants in its National Air Quality Strategy. The standards are in place to protect human health and are based on European legislation and guidance from organisations such as the World Health Organisation. In the UK each local authority is obliged to meet these standards within their respective areas.

The remainder of this Strategy sets out:

- The objectives of the Air Quality Strategy;
- Local, regional and national policy framework related to air quality;
- The current air quality in Warwickshire;
- Existing and potential air quality issues affecting the five Boroughs and Districts;
- The Air Quality Strategy developed in response to the cited issues;
- Constraints and limitations in carrying out the Air Quality Strategy;
- The Action Plan for delivering the proposed schemes and initiatives; and
- Monitoring of the Action Plan.

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The Objectives of the Air Quality Strategy

The objectives for this Air Quality Strategy, which have been developed in conjunction with the Local Transport Plan, reflect local, regional and national policy on air quality and transport. The objectives of the Strategy are:

- To be primarily concerned with air quality issues that have, and will arise, due to transport-related issues;
- To create a general five-year Action Plan for Warwickshire with schemes and initiatives for improving air quality related to transport issues within the County;
- To inform the County Council's transport policy;
- To take a proactive stance, rather than a reactive one, foreseeing potential future problems and taking measures to minimise them before they occur;
- To integrate the Strategy fully within the Local Transport Plan, complementing the schemes and objectives contained within all other parts of the larger document; and
- To be able to act as a freestanding document on its own merits away from the Local Transport Plan.

Pollutants, Sources and Effects

There are seven key pollutants considered in the UK National Air Quality Strategy, and these have objectives set on them as threshold concentrations in the air to protect human health. All of these substances are present in the atmosphere, at 'background' levels. It is human activities that contribute to excess or elevated concentrations of these substances in quantities enough for them to become polluting. These seven pollutants, their primary sources and effects are briefly described below.

Nitrogen dioxide

The main source of nitrogen dioxide (NO_2) in the UK is road transport (around 43% of total emissions). It is the primary pollutant of concern Warwickshire and gives rise most frequently to the declaration of Air Quality Management Areas.

The health effects of exposure to nitrogen dioxide at levels above normal ambient concentrations include irritation of the lungs and an increase in the symptoms felt by those with existing lung conditions such as asthma and also those with heart conditions. Exposure of young children to high levels of nitrogen dioxide can increase the risk of respiratory conditions and can even limit lung growth, leading to poor lung function in the long-term.

Particles (PM$_{10}$)

Particles less than 10 μm (0.01 mm) are considered a pollutant because they are easily inhaled into the human lungs and airways, potentially causing damage. In Warwickshire there are currently no exceedances of the PM$_{10}$ objective, although it is still a pollutant of some concern in the County.

Carbon Monoxide

Carbon monoxide levels have dropped considerably in the UK in the last 30 years and it is not a significant pollutant for Warwickshire.

Benzene

Benzene levels in Warwickshire are appreciably below the UK objective and this is not considered to be a pollutant of concern in the County.

1,3-Butadiene

1,3-butadiene levels in Warwickshire are not significant.

Lead

As a result of the introduction of unleaded fuels and the catalytic converter the emissions of lead from road transport have significantly reduced in the last 30 years and lead is not an air pollutant of significant concern in Warwickshire.

Sulphur Dioxide

The principal sources of sulphur dioxide in the UK are energy production and industrial combustion and road transport is a comparatively insignificant source.

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Policy and Guidance Context

National Policy

National air quality policy comes in the form of the Local Air Quality Management Policy Guidance Note LAQM. PG(03) (2003), which provides guidance and assists local authorities in working towards meeting the UK air quality standards and objectives.

LAQM. PG(03) (2003) also provides guidance on the development of local and regional air quality strategies. Chapter 5 of the document includes particular points of guidance such as:

- Co-operation between local authorities, neighbouring authorities and local authority departments in the devising of air quality strategies to ensure a fully-integrated, "corporate" approach;
- Linking strategies to other local initiatives and strategies;
- Linking the strategy to plans such as the Local Transport Plan;
- To set out measures to maintain or further improve areas with existing air quality as well as seeking to improve areas with poor air quality; and,
- To follow the same principles in developing an air quality strategy as one would in developing an Air Quality Action Plan for an Air Quality Management Area.

Advice is also given in the LAQM document to consider the National Society for Clean Air (NSCA) documents "Air Quality Action Plans: Interim Guidance for Local Authorities" and "Air Quality: Planning For Action". These documents advise that objectives and targets within schemes and initiatives are:

- Practicable, to ensure that they can actually be carried out as desired;
- Measurable, in order to determine their success;
- Set to be carried out within a reasonable timescale; and
- Have the involvement and support of key stakeholders as well as ensuring that the wider benefits of a Strategy are given greater emphasis to the public.

It is also recommended that longer-term objectives and targets be considered as well as the more medium and short-term ones.

UK national policy also exists in terms of climate change and the emission of greenhouse gases. Following the Kyoto Protocol, the UK Government has committed itself to reduce carbon dioxide emissions by 20% below 1990 levels by 2010 and to cut overall greenhouse gas emissions by 12.5% below 1990 levels by 2008 – 2012. Some of these cuts will come from the transport sector with agreements with European car manufacturers to increase fuel efficiency and for the government to invest in transport, aiming to cut congestion and pollution.

Regional Policy

There are a number of regional policies in the Regional Spatial Strategy (RSS11) relating directly to transport and therefore have a positive impact upon air quality. Policies include increasing the awareness of "alternative travel choices" and reducing current levels of car use (Policy T4) and encouraging more walking and cycling journeys (Policy T3).

Other policies that have positive implications for air quality include, reducing the need to travel (Policy T2), improving access to public transport and providing attractive alternatives to the private car (Policy T5), putting in place Park and Ride schemes where viable (Policy T6) and addressing the issues of road freight, tackling problems with through traffic and encouraging the movement of freight away from the roads (Policy T10).

Local Policy

On a local level, the Warwickshire Structure Plan 1996 – 2011, in line with the Regional Spatial Strategy, also contains policies relating to transport, which have the potential to impact positively on air quality. Policy T1 aims to "reduce the impact of traffic on residential areas and the countryside whilst recognising the travel needs" and "encourage industry to develop distribution arrangements, including the use of rail, pipeline and canal, which minimise environmental damage."

Other policies within the Warwickshire Structure Plan seek to promote alternative modes of transport, encourage the use of public transport, improve facilities for walking and cycling, reduce the number of short car journeys and encourage an overall modal shift.

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Air Quality in Warwickshire

Air quality across the county is largely good. There are a few areas however, where it does not meet the air quality objective for nitrogen dioxide. In these locations Air Quality Management Areas (AQMA) have had to be declared or will soon be declared by the relevant District and Borough Council. In each of these AQMAs road transport is the most significant contributor to elevated air pollution levels.

North Warwickshire Borough

A declared AQMA for NO_2 at Coleshill, North Warwickshire has been in place since March 2001 and relates to one relevant residential property adjacent to Junction 4 of the M6. The AQMA is bounded by Stonebridge Road, Coleshill Heath Road, the M42 and the M6 and relates directly to the traffic on these major roads. The AQMA was declared for a marginal exceedance (42 µg/m^3) of the annual NO_2 objective (40 µg/m^3).

It is possible that the AQMA may be revoked in the near future, although continued monitoring, as set out in the North Warwickshire Air Quality Action Plan will dictate the possible timescale of this. This monitoring programme will also assess the possible influence of the new M6 Toll Road on the AQMA.

Rugby Borough

An AQMA for exceedances of the NO_2 objective came into force across the entire urban area of Rugby in December 2004. The AQMA is bounded by the M45, M6, A45, minor roads to the west of Long Lawford and the boundary of Daventry District. Air quality problems in Rugby are directly related to the large number of commuter vehicles and HGVs travelling through the town centre.

Exceedances of the NO_2 objectives (with concentrations of between 40 and 44 µg/m^3) for the objective year of 2005 are predicted to occur:

- Next to the gyratory in the centre of Rugby;
- Next to and approaching the junction of Bilton Road with the gyratory;
- Next to and approaching the junction of Lawford Road with the gyratory; and,
- Next to and approaching the junction of Dunchurch Road with the gyratory.

It is on the basis of these predicted exceedances that the Rugby AQMA has been declared.

It is also possible that exceedances of the NO_2 objective could occur in the centre of the village of Dunchurch, although at present the highest predicted 2005 concentration is reported as being 40 µg/m^3 at the façade of a property closest to the central crossroads in the village.

Warwick District

There are a number of areas in Warwick District where there are potential exceedances of the 2005 NO_2 objective. As a result of this three AQMAs were declared in December 2004 over the following areas:

- Leamington Spa around Bath Street, High Street and Clemens Street. The highest predicted concentration at a roadside property is 56.9 µg/m^3 and the lowest predicted concentration is 49.4 µg/m^3.
- Warwick town centre, where exceedance of the 2005 NO_2 objective have been predicted in High Street, Jury Street, Church Street and Castle Street. The highest predicted concentration is at the corner of Jury Street and Castle Street (55.7 µg/m^3).
- Barford, where the highest 2005 concentration (59.1 µg/m^3) is predicted to occur around Church Street and Bridge Street.

Nuneaton and Bedworth Borough

There is a possibility that an AQMA may be declared around Leicester Road gyratory, Weddington Road/ Old Hinckley Road and Old Hinckley Road/ Leicester Road in Nuneaton and Bedworth Borough. Modelling predicts the highest 2005 concentrations to occur at the junction of Weddington Road and Old Hinckley Road, with a value of 47.8 µg/m3. This road network is known to be particularly congested and recent works have been carried out to ease the flow of traffic. It is possible that the ambient air quality in the immediate area surrounding Weddington Road and Old Hinckley Road may improve slightly due to a freer flow of road traffic.

Stratford-on-Avon District

There are currently no AQMAs in Stratford-on-Avon District and no current or predicted potential for exceedances of any of the key pollutant objectives to occur in the District. Monitoring and modelling studies are on going.

Air Quality Challenges

There are a number of other air quality issues or potential issues that will need to be observed and monitored closely. It is partly the purpose of this Strategy to assist areas such as this and ensure that air quality does not degrade further and fail to achieve national objectives. The Strategy also works to assist areas that have already declared AQMAs to help regain the UK standards for air quality.

If policies and action plans to improve and maintain air quality in Warwickshire are not put in place then problem areas may degrade further and areas that are seen as potential future problems may become real and significant problems. All the potentially emerging air quality issues in Warwickshire are related to road traffic in and around the county's town centres and along major commuter arterial routes and junctions.

There are a number of challenges related to air quality in Warwickshire that need to be addressed in the immediate future which this Strategy seeks to tackle:

- Discerning whether movement of congested traffic to other areas is merely moving the entire problem, including air quality, to other areas;
- Continuing monitoring in areas that may emerge as significant air quality problem areas;
- Solving existing or potential air quality problems related to main arterial routes in the County;
- Assessing whether traffic problems are a result of localised traffic or through traffic in order to allow the best approaches to traffic and air quality management;
- Increased road traffic in the County associated with increased use of Coventry Airport;
- Dealing with town centre traffic, (both commuter and visitor/ tourist traffic in towns such as Warwick, Leamington Spa, Rugby and Nuneaton) where many air quality problems occur, including the presence of HGVs in town centres;
- School related traffic; and
- Assessing the impact that the newly opened M6 Toll will have on the AQMA at Coleshill. The real effect of this will not be fully realised for a number of years, as the road needs to become established. However, continued monitoring of air quality in the area for the foreseeable future will help establish any improvements or otherwise in air quality at Coleshill.

The Air Quality Strategy

The vision of Warwickshire County Council's Air Quality Strategy is:

> **'To take a proactive approach to maintaining and improving air quality within the county where transport is causing unacceptable levels of air pollution, in order to improve quality of life for all'.**

The overall aim of the Air Quality Strategy is to work to improve areas of existing air quality problems, maintain areas with good air quality and to promote and support practices, activities and lifestyles, including modes of transport that can achieve this. The Air Quality Strategy also aims to support and promote all transport policies that contribute to improving the county's air quality.

The Air Quality Strategy seeks to present a number of broad ranging policies, highlighting the air quality problems specific to Warwickshire, which inform the specific schemes and initiatives in the Action Plan.

The major themes of the Air Quality Strategy are:

- To improve areas with poor air quality and maintain those areas that currently experience good air quality
- To encourage sustainable forms of transport, which reduces reliance on private cars and minimises emissions to air; and
- To promote awareness of alternative travel choices.

2 Part 2 - The Core Strategies

Air Quality Strategy Policies

Policy AQ 1

Improving poor air quality through partnership working

Warwickshire County Council will work in partnership with the five District and Borough Councils in meeting the UK air quality objectives, focusing on existing Air Quality Management Areas to achieve improved air quality. Within 18 months of the declaration of an AQMA, the County Council will work with the relevant District/Borough Council to formulate an Air Quality Action Plan designed to revoke the AQMA over a specified period. Where the air quality issues relate primarily to transport, the Action Plans will comprise existing schemes drawn from the LTP, plus other complementary measures.

Schemes and initiatives put in place to tackle poor air quality, by reducing the impact of road traffic on air quality, will assist in improving quality of life across Warwickshire.

Warwickshire County Council will also make a commitment to increase it's own awareness of air quality issues, in order to assist in improving air quality. The County Council will take greater involvement in local and regional air quality action groups.

Policy AQ 2

Maintaining areas of good air quality

The County Council will seek to maintain good air quality in areas without any existing air quality problems.

A proactive approach will be undertaken to monitor and address known air quality problems in the County to ensure that potential AQMAs are tackled prior to any formal declaration.

Policy 7

Education and information

The County Council aim to promote, educate and inform as widely as possible about air quality, transport choices and their implications for air quality and health.

The County Council will place the LTP Air Quality Strategy on the Warwickshire website on a dedicated air quality page, also providing other air quality information. The page will be updated with relevant information on a regular basis and will be related to the transport pages of the existing website.

The Council will promote the implementation of travel plans amongst companies and schools in the County. Reducing dependency on cars, especially in congested areas, will be a key focus.

Warwickshire County Council will actively encourage its staff members to travel to work and work related activities through the use of public transport or by cycling or walking.

Policy 8

Strategy Review

The Air Quality Strategy will be reviewed at regular intervals, keeping it up to date with the latest air quality information in the county, advances in air quality knowledge and best practice techniques, regional and national policy and legislative developments. The schemes and initiatives in the Action Plan will also be revised as necessary to reflect any changes in the Strategy.

Progress on addressing air quality issues within the County will be reported annually through the LTP Annual Progress Report.

Policy AQ 3

Integration of air quality and transport planning goals

Warwickshire County Council will promote the use of public transport, seeking to provide better public transport with better accessibility and increased safety and security in order to reduce dependency on private vehicles. The Council will aim towards limiting road traffic growth, particularly in areas with existing poor air quality.

The Council will actively promote cycling and walking as alternative modes of transport to the car, especially for shorter journeys.

Freight vehicles will be encouraged, wherever possible, to travel on designated freight routes only. Drivers will be encouraged in this with the provision of a dedicated Lorry Route Map for the County.

The Council will promote the use of cleaner vehicles and cleaner fuels.

Figure xxx highlights the key links between the Air Quality Strategy and the other LTP strategies.

2 Part 2 - The Core Strategies
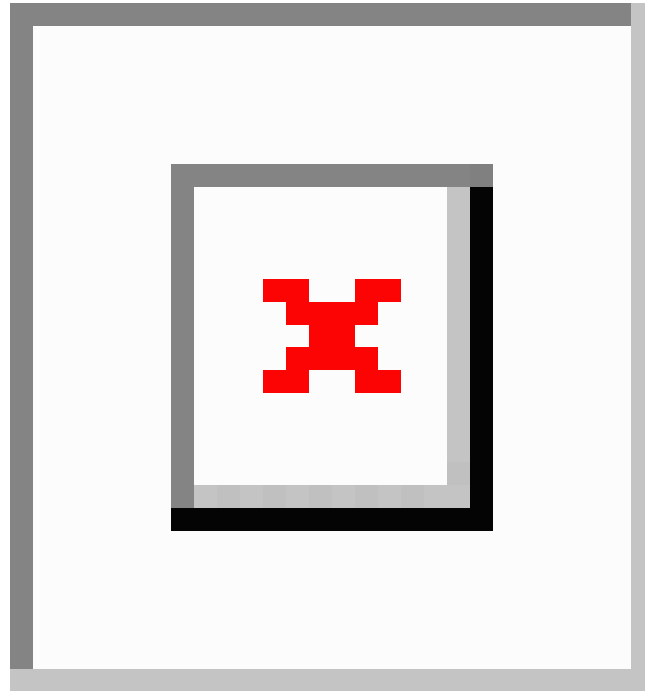
Constraints to Delivering the Strategy

There are a number of constraints on the delivery of the Air Quality Strategy due to transport schemes that are already planned and are being implemented or are due to be implemented in the near future. Constraints also exist because motorways and trunk roads are outside of the control of the County Council.

In terms of planned schemes, the Leamington Urban Mixed Priority (LUMP) scheme in the Parade, Victoria Terrace and Bath Street, is being implemented during 2005/06. One element involves traffic signal management to promote smoother traffic flow. This scheme in itself may have a positive impact on air quality in this area (although monitoring and modelling work will have to be carried out to confirm this), however, with the scheme so recently in place it is unlikely that further transport-related schemes could be initiated in Leamington presently or in the near future.

With regard to the motorways running through Warwickshire, these and any schemes related to them, are the responsibility of the Highways Agency. The Highways Agency currently has no works planned within Warwickshire in the near future, however the County Council will maintain regular contact with the Highways Agency to ensure that it is fully aware of any future potential developments.

The Action Plan

Actions for delivering the Air Quality Strategy are as follows:

Action AQA1 - Improving poor air quality through partnership working

Improving air quality in the County will include assisting the Districts and Boroughs in drawing up Air Quality Action Plans as required (if and when Air Quality Management Areas are declared) and providing support in carrying out the Plans.

Regular and on-going communication with the Districts and Boroughs, as well as neighbouring authorities and other parties such as the Highways Agency, will be carried out to ensure full awareness of all air quality issues.

The County Council will seek to implement traffic management schemes where town centre air quality is poor. This includes Leamington Spa, Warwick, Rugby and Nuneaton.

Air quality monitoring will be carried out in support of the District and Borough Councils, in order to foresee any potential air quality problems, improve the local and regional air quality data set and to improve the knowledge and understanding of the air quality situation in the county.

The County Council has recently published an HGV route map for Warwickshire, which aims to take road freight vehicles away from sensitive locations, such as residential areas and onto more appropriate routes.

The Council also aims to operate a "cleaner" vehicle fleet by introducing alternative-fuel vehicles, as they become economically viable. The Council currently operates 344 vehicles, of which 222 are diesel, 94 are petrol (largely motor scooters used in a "Wheels To Work" scheme) and 28 are rebated diesel. Fleet vehicles are currently purchased according to the carbon dioxide performance of the vehicle.

Action AQA2 - Maintaining areas of good air quality

Maintaining on-going communication with the District and Borough Councils to ensure full awareness of potential future air quality issues.

Implementation and promotion of an HGV route map for the county, encouraging goods vehicles to remain on designated routes.

Action AQA3 - Education and information

Increasing public awareness of road transport-related air quality issues, through a number of initiatives, including a dedicated air quality page on the Warwickshire County Council website.

Promote the use of public transport and alternative methods of transport to the private car, including TravelWise initiatives and travel plans for schools and workplaces. Promote cycling and walking as alternative methods of transport, highlighting the health benefits of both of these.

Continued promotion of the Safer Routes to School initiative, including Walk to School Weeks throughout the county and introduce Car Free Days to the town centres of the county.

Improve route signage, particularly in town centres, in order to alert drivers to more preferable, possibly less congested routes.

It is anticipated that the Council's use of "cleaner" vehicle technology will encourage other employers to make use of similar types of vehicles.

Action AQA4 - Strategy review

The Air Quality Strategy is to be reviewed no less than once a year and is to be informed by the District and Borough reviews of air quality.

Action AQA5 - Integration of air quality and transport planning goals

Traffic will be managed, where possible, to take account of the need to minimise impacts on local air quality. In new developments, air quality issues will be considered in all situations, including the consideration that all new developments are to have reasonable access to public transport and sufficient provision is made for pedestrians and cyclists.

Local bus services will be improved; increasing the accessibility, affordability and safety of the services.

The County will contribute to the national targets on greenhouse gases, which includes an overall reduction of 20% in CO_2 emissions by 2010.

Targets, Indicators and Monitoring

Targets and indicators are described in Table xxx below. These have been set within the context of other LTP strategies that impact on air quality, including:

- Congestion Strategy;
- Sustainable Freight Distribution Strategy;
- Public Transport Strategy;
- Cycling Strategy;
- Walking Strategy;
- Safer Routes to School/School Travel Plan Strategy;
- Changing Travel Behaviour Strategy; and,
- Land Use and Transportation Strategy.

Extensive modelling has been carried out to ascertain the degree of change in traffic levels that will be required to address the current AQMAs and return air quality to within national guidelines for NO_2. These data, plus predictions related to improvements in vehicle emissions, have been instrumental in developing appropriate targets.

2 Part 2 - The Core Strategies

Air Quality Strategy - Targets and Indicators			
Local Target/Indicator	**Performance Indicator**	**Source of Data**	**Frequency of Monitoring**
Target (LTP8): Reduce the number of exceedances of the national air quality standards and objectives between 2005 and 2010.	Monitored and modelled pollutant levels across the County. The revocation of AQMAs.	Countywide air quality monitoring stations.	Annual
Target: Retain traffic volumes at 2004 levels in the urban areas of Nuneaton, Rugby, Warwick and Leamington Spa.	Road traffic levels on local road networks.	Road traffic surveys. Traffic modelling.	Annual
Local Indicator: Ensure that air pollutant levels do not exceed national standards in the County where they previously have not.	Air quality assessment of major transport proposals within Warwickshire.	Countywide air quality monitoring stations. Regular and continued dialogue with the District/Borough Councils.	Annual

Table 2.8 Targets and Indicators

Other Statutory Plans and Strategies

Bus Strategy

The Transport Act 2000 places certain statutory obligations on local authorities including that to prepare and include a Bus Strategy in their LTP. Under Section 110 of the Act, the Bus Strategy must contain the authority's general policies as to how best to carry out its functions,…in order to secure that:

a)   "Bus services meet such of the transport requirements of persons within the authority's area as the authority considers should be met by such services;

b)   Bus services are provided to the standards to which the authority considers that they should be provided; and

c)   Additional facilities and services are provided, as the authority consider should be provided."

Warwickshire's first LTP contained a Bus Strategy. This has been reviewed and updated for the second LTP and is contained in Annex 2.

Bus Information Strategy

The preparation of a Bus Information Strategy is a requirement for all transport authorities under sections 139 -141 of the Transport Act 2000 in England and Wales. The Strategy should set out clearly what local bus information should be available and the way in which it should be provided.

Local bus information means:

- Information about routes and timetabling of local bus services to, from and within the authority's area;
- Information about fares for journeys on such local bus services; and
- Such other information about facilities for disabled persons, travel concessions, connections with other public
- passenger transport services or other matters of value to the public as the local authority considers appropriate in
- relation to its area.

Warwickshire's first LTP contained a Bus Information Strategy. This has been reviewed and updated for the second LTP and is contained in Annex 2.

Warwickshire's Countryside Access and Rights of Way Improvement Plan

Introduction

Section 60 of the Countryside and Rights of Way Act 2000 requires all local highway authorities to prepare a Rights of Way Improvement Plan (ROWIP). In the longer term, the ROWIP will be incorporated into local transport planning and a strong link established between the ROWIP and LTP. The Government recognises that full integration will not be in place until 2010 onwards. However, in the meantime local authorities are required to submit a short report outlining:

- Progress in preparing the Rights of Way Improvement Plan;
- The objectives for improving the rights of way network;
- A statement of policy; and,
- Improvements and proposals linked to the delivery of transport objectives and Shared Priorities for Transport.

We feel that the term "Rights of Way Improvement Plan" does not reflect the scope of the plan, and we have therefore called the plan a Countryside Access and Rights of Way Improvement Plan (CAROWIP). This incorporates both the rights of way network, which includes paths in urban areas, and access to other parts of the countryside, which are not served by rights of way. This includes country parks, greenways and access land.

Progress in preparing the Rights of Way Improvement Plan

- Targets within the CAROWIP are also reflected in the various LTP strategies. This has inevitably led to some duplication, but provides the clearest way of indicating actions and priorities, and is a substantial step towards full integration between the LTP and CAROWIP.
- The Draft CAROWIP was open to public consultation between 22 September and 22 December 2005. Comments received have been considered, and the final CAROWIP is available as a sister document to the LTP.

Objectives for improving the rights of way network

- In the past, Warwickshire has had few policies governing rights of way work. Nevertheless, considerable progress has been made towards the ongoing target of making rights of way easy to use for members of the public. The preparation of the CAROWIP offers an opportunity to present in a more formal way the working practices that have guided our work over previous years, as well as introducing new ways of working in support of CAROWIP targets.
- We have a number of duties relating to public rights of way, as well as many powers that can be used at our discretion. It is the prioritisation of the duties combined with the exercise of the powers that give us the flexibility to seek out improvements both to the coverage of the network and its condition. We have used the CAROWIP process to increase the transparency of our processes and develop consensus on our approach and priorities.
- In addition to the rights of way network, we own and manage several country parks and greenways throughout Warwickshire. These are mentioned within the CAROWIP as they provide a valuable stepping-stone between the urban area and the wider countryside. Other access opportunities are also mentioned, such as canal towpaths and Open Access land.

Intention of Warwickshire County Council

It is the intention of Warwickshire County Council to:

Assert and protect the rights of the public in the use and enjoyment of rights of way within the County

Although this is our primary duty, and we strive towards a fully recorded and easy to use network, we recognise that resources are limited. As such, we are aiming to target those resources where they will have the most impact, whilst still remaining responsive to the day-to-day needs of the public.

Work towards a fully legally defined network

The Definitive Map and Statement was last issued in 1998, and there have been almost 200 legal changes to the network since that time. By continuing with our programme to record the information digitally, we will reduce the time needed in future to transcribe the routes from one base map to another and free up more time for other work, as well as reducing the likelihood of errors arising from future issues of the Definitive Map and Statement. We will be recording, for the first time, principles that will guide our handling of creation, diversion and extinguishment order cases, as well as reinforcing our existing priority programme for dealing with evidential orders.

Make the network more accessible to greater numbers of people whilst maintaining the rural, untouched nature of the network

Targeted improvements to the physical aspects of the network, such as replacing stiles with gates and improving signing and surfacing, will enable a greater number of people to enjoy the routes. Promotion of routes using appropriate material will enable us to reach out to a wider cross section of the community.

2 Part 2 - The Core Strategies

Work towards a more connected and relevant network

The network we have today in Warwickshire originates from the historic network used by people without access to cars. In general, people were prepared to travel further on foot, and routes were linear and tended to take the most direct route to link villages and hamlets. Today the users of the network are more likely to want circular routes, and pleasant scenery, plus other amenities such as parking, views and refreshments. In addition, tarmac roads which link the rights of way network are often denied to non-motorised users because the roads are too busy or the traffic is too fast. By managing existing verges and seeking additional links as an alternative to the tarmac road, as well as looking at the connectivity of the rights of way network, we can hope to fill in the missing links and to help the network serve the needs of modern users.

Promote the rights of way network

The network is a much under-used resource. Although Warwickshire is a popular tourist destination, visitors rarely look outside the honey pot areas such as Shakespeare's Stratford and Warwick Castle. By providing the right sort of information, and organising events such as the Warwickshire Walking Festival, we can raise the profile of Warwickshire as a County worth exploring. There is also a role in providing information to the public about the wider countryside and responsible use of the network, and educating both children and adults about the rural environment and the benefits of exercise.

Encourage the use of the rights of way network by walkers and cyclists as an alternative to the car

There are obvious health benefits to be gained from exercise, and encouraging people to walk and cycle in a recreation setting, whether it be along rights of way or in our country parks, can both lead to a healthier lifestyle and provide a safe location to teach children (and adults) that cycling and walking can be fun. This in turn can build people's confidence and encourage them to consider walking and cycling in their daily lives, rather than using the car. By promoting and publicising rights of way in the urban fringe we can encourage people to explore the countryside on their doorstep rather than automatically driving somewhere else.

In all of these areas we seek to work with, rather than against, land managers and wherever possible we will look to partnership working to provide effective solutions.

The CAROWIP has therefore been divided into several key themes that reflect the above objectives. These are:

- Accessibility and Inclusion
- Education
- Health
- Legal Record
- Paths on the Ground
- Network and Network Connectivity
- Strategic Access Developments and Promotion
- Tourism.

Improvements and proposals linked to the delivery of transport objectives and Shared Priorities for Transport

The Action Plans within the CAROWIP and the LTP are cross-referenced.

Warwickshire's Transport Asset Management Plan

Introduction

Warwickshire County Council has recognised the value of asset management for over 30 years. The Authority was one of the first to introduce condition assessments for all of its carriageways and footways in the 1970's. Whilst these assessment processes have changed over the years, this approach has ensured that structural maintenance funds have been targeted to those roads most in need of treatment.

In 1993, the County Council developed its first countywide maintenance policy. This was subsequently reviewed and published in April 2002, following a best value review undertaken in 2001. In line with the current highway maintenance policy, the County Council publishes an Annual Maintenance Plan. This sets out:

- The way in which the transport network is currently being maintained;
- The planned maintenance work in the County for the year ahead; and
- An assessment of where maintenance work will be required in future years.

N.B. Public rights of way and unsealed Unclassified County Roads are covered by separate arrangements.

In line with the requirements of the LTP guidance, and as part of our desire for continuous improvement, the County Council is now in the process of developing a Transport Asset Management Plan (TAMP) for Warwickshire. As part of this process, and to inform the development of the Final LTP, each of our key maintenance policy areas have been reviewed to identify where improvements can be made to ensure that the money which we allocate to highway maintenance is spent in the most cost effective way.

Our Bridge Maintenance, Highway Maintenance, Network Management Duty and Intelligent Transport Systems Strategies can be found in Annex 2 of the LTP. These set out how we continue to maintain and manage the core elements of the transport asset within Warwickshire, and how this approach has evolved over time to ensure that we achieve efficiency and value for money in all our maintenance work.

The Value of Producing a TAMP

The County Council recognises the value of producing a TAMP as a more wide-ranging, holistic approach to addressing issues beyond the traditionally core areas of road and bridge maintenance. Although the County Council has a current set of processes for identifying where and why we spend resources to maintain the transport asset, there is a range of issues that it would be beneficial for us to address in developing a formal TAMP.

Table 2.5 provides details of the types of asset that we consider form part of the overall transport asset of the County. Our approach to managing all of these assets will be included in the TAMP.

Through the Midlands Service Improvement Group (structural maintenance team) we have recently joined with other authorities within the West Midlands to commission consultants to help us develop our TAMP. This has been particularly useful in helping to identify:

- The timescale required for developing a quality TAMP (typically between and 2 and 3 years);
- The resource needs to support the preparation of the TAMP (between 2-2,500 person hours) and to maintain and review it in the future; and
- Lessons to be learnt from other authorities' asset management plans.

In terms of learning from others, it is clear that a number of asset management plans that have been produced to date have focussed more on providing a factual background rather than giving a rationale for why money is being spent. It is our view that a large glossy document taking many hours to produce is likely to be seen as a static document that will not be reviewed for several years, whereas a more practical document will be more useful to us in informing how the Authority can utilise its resources more efficiently and cost effectively. The Annual Highway Maintenance plan that the County Council produce provides a large amount of the factual background information to inform the development of the TAMP.

The County Council has noted the work of the County Surveyors Society and the Local Authority Technical Advisors Group in producing a framework for preparing a TAMP. The County Council will be using this advice as part of the process, albeit within a 'Warwickshire' context. It is recognised that a good quality TAMP will assist the Authority in understanding the value and liability of the existing asset base, and allow decisions to be made that do not compromise its value for future generations.

2 Part 2 - The Core Strategies

Components of the Transport Asset in Warwickshire
Asset
Records relating to the existence and extent of the public highway
Carriageways and footways
Kerbs
Footpaths and public rights of way
On and off-road cycle facilities
Structures, including Bridges
Street Lighting
Illuminated and Non-Illuminated Signs
Traffic Signals
Pedestrian Crossings
Drainage, including channels, gullies, pipes, ditches and culverts
Highway verges
Trees that grow within the limits of the public highway
Road markings
Traffic calming features
Refuges and Bollards
Traffic Regulation Orders
Safety fences
Other fences and hedges
Winter Maintenance assets
Intelligent Transport Systems
Public Transport Interchanges
Park and Ride sites
Street furniture
Bus Shelters, and bus shelter facilities covered within the countywide Bus Shelter Agreement
Motorcycle Parking

Table 2.9 Components of the transport asset

Progress in producing a Transport Asset Management Plan

Work on the preparation of the Warwickshire TAMP began during 2004. A project group has been established which meets on a regular basis to develop and oversee the preparation of the TAMP. A proposed timetable for producing a first draft of the TAMP is set out below. It is recognised that the Plan will play a key role in supporting the forthcoming requirement for Whole Government Accounting (WGA). As such, the preparation of the TAMP will allow a greater scrutiny to be made of the value for money of maintenance activities against other local transport spending within the Authority.

Part 2 - The Core Strategies 2

Activity	Timescale
Complete review of current approach to asset management for selected core activities (structural maintenance, street lighting, bridge maintenance and traffic signals/VMS)	Ongoing, to be completed by end of March 2006
Undertake gap analysis based on current funding levels for core activities	To be completed by end of June 2006
Identify changes to the approach to asset management for these core activities to address the gap analysis	To be completed by end of September 2006
Prepare outline TAMP document based around consultants recommended structure	To be ready by end of September 2006
Incorporate proposed asset management approach to core activities into TAMP document, and review	To be completed by end of December 2006
Roll-out model approach for core activities to other assets (as identified in the table above)	To be completed by end of April 2007
Complete first draft TAMP document	To be completed by end of July 2007
Undertake consultation with stakeholders on the draft TAMP	July 2007 – September 2007
Commence work on producing a Functional Route Hierarchy. This will be used to inform the development of the TAMP	To begin in July 2007
Analyse consultation results and make changes to the draft TAMP document	October – November 2007
Complete the final TAMP document	To be completed by end of January 2008
Review TAMP and report in the LTP Annual Progress Report	Annually

Table 2.10 Programme

Whole-Life Maintenance Costing

Highway Maintenance

Warwickshire has always strived to ensure that the highways asset is maintained in the most cost effective way, and the County Council follow the UK Code of Practice for highway maintenance ('Well-maintained Roads - Code of Practice for Highway Maintenance Management'). A number of improvements were introduced following the 2001 Best Value review of highway maintenance. Using the condition and surfacing records built up over the past 20 years, a substantial amount of activity was undertaken to identify where maintenance work was required and the most cost effective treatments to return the assets to their desired condition. Maintenance work required on carriageways was identified, assessed and costed 3-4 years ago, and a five year rolling structural maintenance programme was introduced (this will shortly be extended to a 10-year programme on the advice of our consultants). A provisional programme of footway work has been drawn up, although the full assessment of footways is still in progress. Carriageway surface dressing and footway slurry sealing work has been increased to ensure the life of these assets are extended where this is cost effective. Regular condition assessment of the network ensures that future maintenance schemes are identified and prioritised on a regular basis so that work is continually targeted to where it is most needed. The success of this approach has been shown by the recent improvements in our Best Value Performance Indicators.

The work to identify necessary future programmes of work is being extended to include all highway assets including street lighting, drainage and signs.

Bridge Maintenance

A Code of Practice for Bridge Maintenance was launched in September 2005. The County Council was actively involved in the development of this Code of Practice through the CSS Bridges Group. The Code includes recommendations for a long term Structures Asset Management Plan, which includes consideration of whole life maintenance. The Code details specific actions to be taken by Highway Authorities in meeting these recommendations, which the County Council will adopt. The County Council is currently identifying how the asset management regime for highway structures should be developed and intends to have an initial plan in place during 2006.

2 Part 2 - The Core Strategies

Integrated Transport Schemes

For small schemes funded through the Integrated Transport block funding (e.g. pedestrian crossings), it is inappropriate to undertake a detailed assessment of the whole-life maintenance cost of the capital asset. However, for many other schemes, the County Council enters into agreements with others to ensure that the long-term maintenance liabilities (and their associated risks) are managed efficiently. Examples of where this has been undertaken during the first LTP period include:

- The provision of capital grants to Parish Councils for new bus shelters, on the agreement that they procure and maintain the facility for a fixed period of time;
- Entering into agreements with bus shelter providers (e.g. Adshel) as part of the implementation of Quality Bus Corridors (QBC);
- Entering into agreements with bus operators as part of the implementation of Quality Bus Initiatives (QBI); and,
- Providing enhancements to rail station facilities (e.g. interchange improvements, provision of Real Time Information screens) which are then handed over to the Station Facility Operator (SFO) for maintenance as part of their standard leasing arrangements with Network Rail.

Whole-life maintenance costing issues have recently been considered as part of the design for the Park and Ride site at Bishopton in Stratford-upon-Avon. The choice of materials for the large paved area of the facility was a key consideration in balancing the capital cost of the scheme against its long-term maintenance implications.

Major Schemes

The SPARK Major Scheme submitted with the Provisional LTP in 2005 was assessed over a 40-year period for its on-going maintenance implications. Any other Major Scheme bids submitted during the LTP period will be assessed using the same methodology.

To illustrate the approach that the County Council takes to integrating planning, structural maintenance schemes are often combined with known capital projects so as to minimise disruption to the public, and achieve cost efficiencies. Such an opportunity has been taken recently during the construction of the A429 Barford Bypass where programmed structural maintenance work in the area has been combined with the main highway construction contract.

Partnership Working

As noted above, the County Council is working with the Midlands Service Improvement Group to develop a consistent approach to the preparation of Transport Asset Management Plans across the region. The County Council is also in discussion with the Highways Agency in relation to their approach to asset management, and opportunities for both organisations to make efficiency savings through joint procurement processes.

The preparation of the TAMP will be undertaken in consultation with the nine adjoining authorities to Warwickshire (Staffordshire, Leicestershire, Northamptonshire, Oxfordshire, Gloucestershire, Worcestershire, Coventry, Solihull and Birmingham). There are a number of examples of important corridors between an adjoining authority and Warwickshire where a more co-ordinated approach to maintenance would be of benefit, both operationally and in resource terms.

Part 3 - The Area Strategies 3

Introduction

This section of the LTP contains the Area/Corridor Chapters for the seven parts of the County as defined by the predominant travel movements. These are shown in Figure 3.1.

The Area Chapters expand on the issues outlined earlier in the LTP and provide details of local issues relevant to each location. They have been drafted within the context of the Shared Priorities and the mode/delivery strategies reproduced in Annex 2 of the LTP.

Each Area Chapter describes:

- The demographic and transport context of each area;
- The specific problems and opportunities of each area;
- The strategy to address the problems and opportunities; and,
- The measures and proposals that have been identified to deliver the strategy.
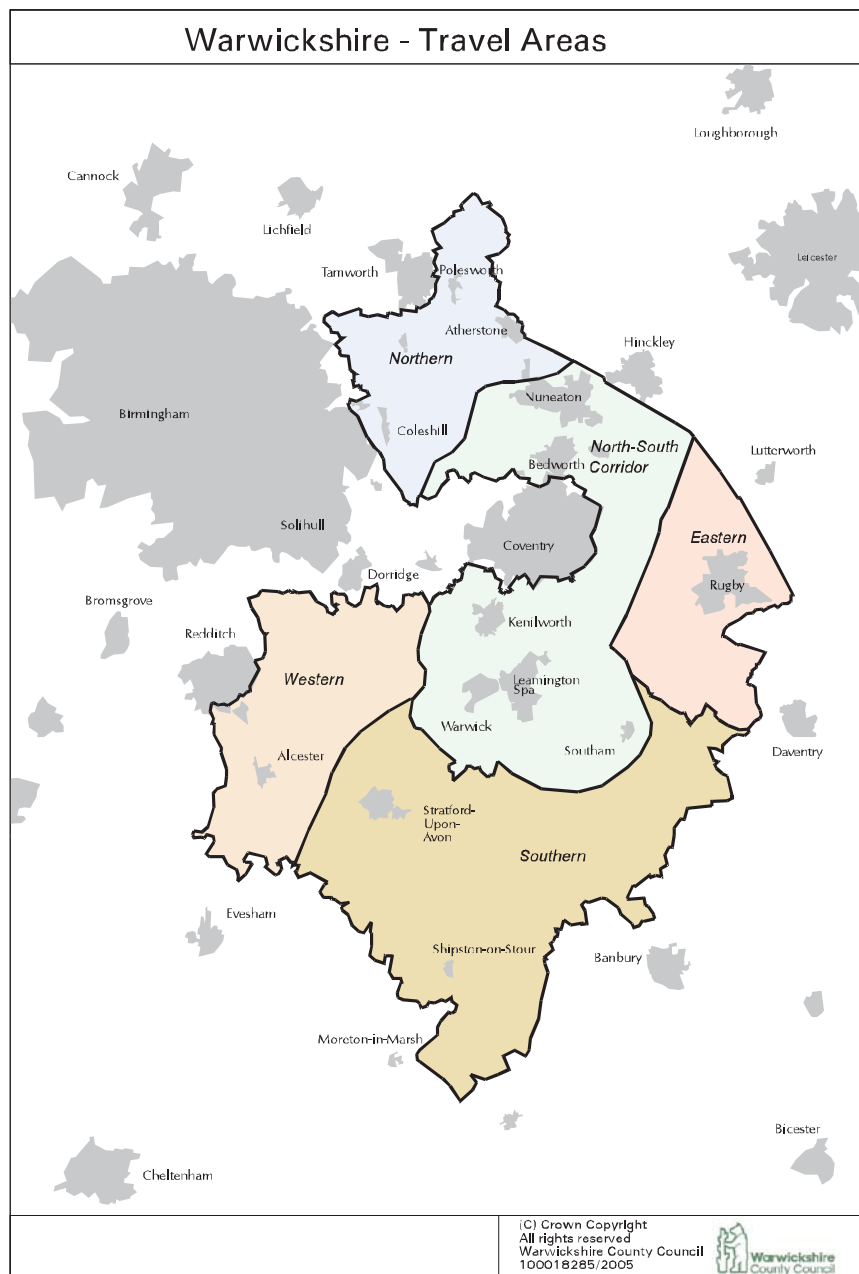
Figure 3.1 Travel Areas in Warwickshire

3 Part 3 - The Area Strategies

The North/South Corridor

Introduction

This section of the Local Transport Plan covers the area shown in Figure 3.2. The North/South Corridor is the principal transport corridor within the County, and links the urban areas of Nuneaton, Bedworth, Kenilworth, Leamington Spa, Whitnash and Warwick. The city of Coventry, although falling within the West Midlands, is located in the centre of the corridor. The travel patterns/demands that exist between Warwickshire and Coventry emphasise the importance of the corridor in the social and economic life of the sub-region.
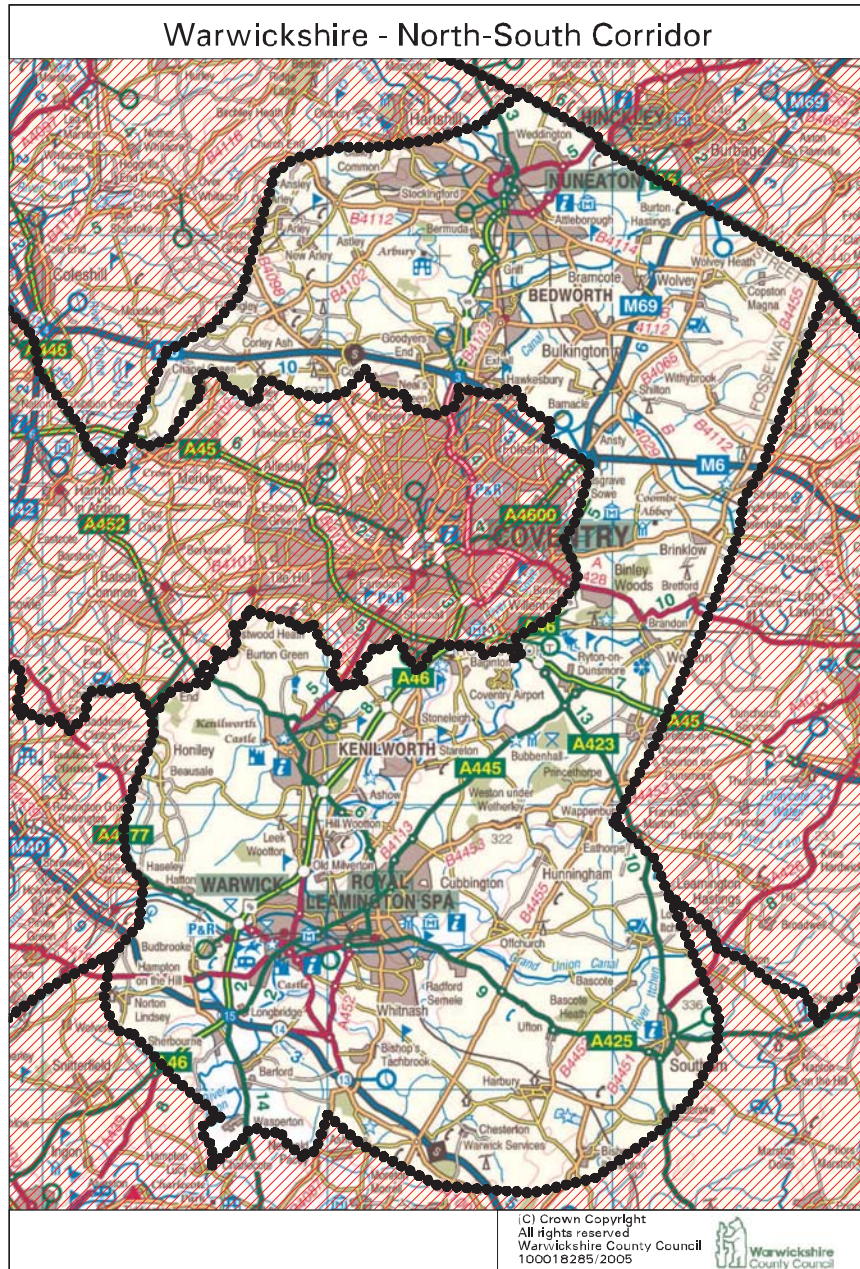
Figure 3.2 North-South Corridor Travel Area

The corridor is both densely populated and highly developed, and includes a number of key travel destinations including Coventry city centre, Warwick University, Coventry Airport and three large hospitals at Walsgrave, Warwick and George Eliot (Nuneaton). The corridor also includes the Coventry to Nuneaton Regeneration Zone, the Coventry/Solihull/Warwick High Technology triangle, and a number of significant proposed or potential development/regeneration sites.

The North/South Corridor performs an important role within the national and sub-regional road and rail network, providing a number of links between places within and outside the County. The corridor is truly 'multi-modal' in its nature, as it includes a comprehensive network of local and strategic bus, rail and road links.

The Coventry to Nuneaton Regeneration Zone covers north Coventry, Nuneaton and Bedworth. This is an area that has traditionally been associated with a number of industries such as engineering, manufacturing and mining. Over the last 20 years these sectors have experienced economic decline, which in turn has had a profound effect on local communities. Conversely, over the same timescale the areas to the south of Coventry have successfully attracted modern industries such as IT and as such, their economic base continues to grow. Such is the prosperity of the south of the County, that the number of jobs within the area exceeds the total working population.

The contrast in economic activity and prosperity between the northern and southern sections of the corridor have resulted in a number of inequalities including social exclusion, and pressure on the transport system as commuters travel between the north and south.

It is predicted that travel patterns and demands in the corridor will continue to increase, particularly with the pressures from further development within both Warwickshire and Coventry. There are also strong links between the corridor and other towns and cities in the West Midlands including Birmingham and Solihull, and from the northern part of the corridor towards Hinckley and Leicester.

In developing the proposals for the North/South Corridor, the County Council has worked in close partnership with Coventry City Council, Solihull Metropolitan Borough Council, Centro (the West Midlands PTE) and Leicestershire County Council in order to be consistent with their LTP proposals.

The Shared Priorities in the North/South Corridor

A presumption to improve road safety underlies all relevant local priorities, schemes and initiatives. Similarly, there is a fundamental intention to improve air quality in the declared AQMAs and prevent further deterioration across the area. However, the key priority in the North/South Corridor is to secure the long term regeneration and economic stability and prosperity of the Coventry/Solihull/Warwickshire Sub-Region through a number of measures to tackle congestion and improve accessibility, the most important initiative being the implementation of public transport improvements within the Corridor to offer a viable alternative to the car to address forecast congestion on the local road network.

The Overall Context

A discussion of the overall context of the North/South Corridor can be found in the urban area sections covering Nuneaton/Bedworth and Warwick/Leamington Spa/Kenilworth/Whitnash respectively.

An important role of the North/South Corridor is to link places of need to areas of opportunity. This is particularly important in this corridor as generally the less well off areas are in the northern part of the County and the more prosperous areas are in the south. This means there are strong social and economic reasons for strengthening the links within, and permeability through the corridor. As the corridor carries most of the flows of goods and people in and around the County, it is important that future development pressures do not significantly reduce the capacity and consequently the ability of the corridor to fulfil its role.

Developments that generate significant transport demands in the corridor will be expected to contribute to transport improvements as appropriate. One approach to improving transport in the corridor and managing the implications of key developments is the commitment towards delivering a major step change in the quality and quantity of public transport. This will assist in addressing the shortfalls in the existing transport network and in particular the lack of a quality public transport offer between the north and south of the corridor.

Travel Patterns

A discussion of travel patterns within the North/South Corridor can be found in the urban area sections covering Nuneaton/Bedworth and Warwick/Leamington Spa/Kenilworth/Whitnash respectively.

Transport Problems and Opportunities

A Fairer, More Accessible Transport System

The North/South Corridor exhibits many of the same problems in terms of achieving an accessible, inclusive transport system as the rest of the County. The forecast of a substantial increase in congestion in this corridor, particularly during peak travel periods and in the main urban areas in the south is a problem and needs to be addressed through implementation of the SPARK Major Scheme in Warwick/Leamington Spa. There is also an issue of accessibility, with

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a lack of convenient, direct through routes for public transport services particularly for inter-urban journeys along the corridor. This is of particular concern for the northern part of the corridor, where there is relatively poor access to certain forms of transport because of lower car ownership. Parts of the rural/hinterland areas of the corridor experience a lack of convenient public transport that constrains peoples' access to jobs, training, health and leisure facilities.

Full Employment and A Strong Sustainable Economy

Transport has a key role to play in supporting the local, regional and national economy. In areas where needs are greatest, transport can help open up areas for redevelopment and regeneration, and provide the accessibility requirements for those who wish to access training and employment opportunities.

As set out earlier in this part of the LTP, there is a need to provide a better socio-economic balance between the north and south of the County. The main aim of doing this is to reduce unemployment levels by providing access to areas where more opportunities exist. By making the North/South Corridor more permeable, it will allow a greater range of travel choices to be made, particularly in terms of through journeys by public transport.

Future travel demand within the North/South Corridor will be heavily influenced by major development pressures within the corridor, including new residential, employment and leisure facilities in all the main centres and to key trip generators, along with the major regeneration initiatives in the Coventry – Nuneaton Regeneration Zone and the Solihull/Coventry/Warwick High Technology triangle.

One of the key issues within the North/South Corridor is congestion that is presently confined to peak travel periods. Specific problems occur at a number of key junctions in the corridor including:

- A45/A46 interchange at Tollbar End on the Coventry/Warwickshire boundary;
- A46/M40/A429 (M40 Junction 15) at Longbridge, south of Warwick;
- A46/C32 Stoneleigh Road/B4115 Stoneleigh interchange;
- A46/A452 interchange at Thickthorn near Kenilworth
- A46/A4177/A425 Stanks Island, west of Warwick;
- M6/M69/A46 (M6 Junction 2) near Ansty; and
- A444/M6 (M6 Junction 3) south west of Bedworth.

The performance of these junctions has been considered within the Coventry/Solihull/Warwickshire Transportation and Regeneration Study, and measures to improve their efficiency and reliability have been identified in conjunction with the Highways Agency. A high quality national, regional and local highway network is vital to supporting the economy of the sub-region and the County.

Picture 3.1 Nuneaton Ring Road

Reduction of Transport Impact on the Environment

The main transport related impacts on the environment of the North/South Corridor are the effects of congestion on the key inter urban routes and on the roads in the main urban centres (Nuneaton, Bedworth, Kenilworth, Leamington Spa and Warwick). The effect of through traffic on those town centres also has an adverse impact in terms of congestion, noise and air quality.

The density of the population and the level of activity in the North/South Corridor are set to grow over the next 5-10 years and will create an increasing demand for transport. These demands will ultimately increase car use and congestion unless a good quality public transport network is available. A key shortcoming of the current network is the lack of a through public transport service between the north and the south without the requirement to change in Coventry. A through public transport service would enable a free-flow between where people live and the opportunities for work and leisure, without a resultant detrimental impact on congestion.

Improving the Safety and Security of People when they are using the Transport System

Continued safety improvements will form an important part of the North/South Corridor strategy. This includes addressing incidences of road casualties that are anticipated as a consequence of the increased levels of activity and travel demand in the North/South Corridor. Details of road casualty trends within the North/South Corridor are set out within the Nuneaton/Bedworth and Warwick/Leamington Spa/Kenilworth/Whitnash urban area sections respectively.

Fear of crime can often deter people using public transport, walking or cycling particularly during the evening and at night. The Strategy will address issues of crime and safety on the transport system by initiatives including:

- CCTV on board public transport vehicles (including bus and rail);
- Improving safety at public transport waiting and interchange facilities;
- Improving cycling facilities including lit routes and safer cycle parking at public transport interchanges; and
- Providing safer walking routes to public transport waiting facilities.

Integration of Transport

Opportunities for the physical integration of transport within and between modes are most prevalent within the urban areas at the following locations:

- Nuneaton Bus Station;
- Mill Street in Bedworth;
- Kenilworth Clock;
- Leamington Spa Parade and Parish Church;
- Warwick Market Street; and
- Nuneaton, Bedworth, Leamington Spa, Warwick and Warwick Parkway rail stations.

Key interchange points within Coventry include Pool Meadow Bus Station, the railway station, Walsgrave Hospital, the Arena, and the two bus-based Park and Ride sites to the north and south of the city centre.

The County Council works closely with Nuneaton and Bedworth Borough Council, Warwick District Council and Coventry City Council to integrate with their policies and plans, particularly in terms of land use and transportation planning. Examples include the preparation of master plan proposals in Nuneaton, Bedworth and Kenilworth, and multi-organisation input to the Coventry/Solihull/Warwickshire Transportation and Regeneration Study.

Conclusions

In conclusion, the main transport problems in the North/South Corridor are

- The need to improve the availability and quality of public transport within the corridor, particularly in terms of allowing through journeys to be made;
- The effect of congestion on the highway network during the peak period at a number of key junctions on the motorway and trunk road network;
- The anticipation of more general congestion in the future due to traffic growth;
- The effect of major new residential, employment and leisure development pressure in all the main centres in the corridor and their associated transport impacts;
- The changes in work and travel patterns including the lengthening of the peak hours period;
- The environmental effect of more vehicles on residential areas caused by lack of enforcement of parking measures in the main centres;

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- The need to maximise opportunities afforded by the key interchange points within the corridor; and
- The number of casualties resulting from road traffic accidents within the corridor.

The Strategy

General

The Countywide Strategy set out in Part 2 of this LTP will be implemented in the corridor by:

- Improving facilities for pedestrians, cyclists and motorcyclists, particularly within the urban areas of the corridor;
- Implementing a step-change in the quality of public transport between the north and south of the corridor to provide a high quality through service;
- Promoting better public transport services (bus, rail, community transport and taxis/private hire vehicles), particularly to act as feeder services to the key strategic public transport improvements in the corridor;
- Managing and controlling land use development and particularly the impacts of major new development or regeneration within the corridor;
- Improving the integration of transport and land use planning to enable sustainable development within the corridor area, by reducing the need to travel and steering new development to accessible locations;
- Promoting alternatives to car use and promoting road safety;
- Addressing the need for casualty reductions measures in key corridors and at specific locations where known problems exist;
- A programme of maintenance of the highway network, including bridges;
- A programme of traffic management and highway improvements particularly in the centres of Nuneaton, Bedworth, Kenilworth, Leamington Spa and Warwick; and
- Identifying the medium/long-term transport needs of the sub-region (including the North/South Corridor) to assist the regeneration of the Coventry to Nuneaton Regeneration Zone and the Solihull/Coventry/Warwick High Technology triangle.

The remainder of this section sets out the key proposals that are likely to come forward in the North/South Corridor during the lifetime of this LTP. Figure 3.3 shows key sites and strategic proposals.

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North/South Corridor - Key Sites and Strategic Proposals in Warwickshire

Key Sites
1. Camp Hill
2. Bermuda / Griff
3. George Eliot Hospital
4. Keresley (Prologis Park)
5. Coventry Arena
6. Walsgrave Hospital
7. Ansty
8. National Agricultural Centre
9. Coventry Airport
10. Warwick University
11. Peugeot, Ryton

Strategic Proposals
1. Warwick - Kenilworth - Coventry Strategic cycle route
2. Coventry - Bedworth - Nuneaton Strategic cycle route
3. A45/A46 Tollbar End junction
4. M40 Junction 15
5. A46 Stoneleigh Interchange
6. A46 / A452 Thickthorn Island
7. A46 Stanks Island
8. M6 Junctions 2 and 3
9. M1 to Birmingham Route Management Strateg
10. A46 Route Management Strateg
11. A46 / A428 TGI Friday Junction
12. Hawkesbury Station
13. Bermuda Station
14. Galley Common / Kingswood Road Station
15. Kenilworth Station

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Note:
Shows only those proposals that are site specific. Area-wide and corridor measures are not shown but are described in the relevant area sections.

Figure 3.3 Key Sites and Strategic Proposals in Warwickshire within the North/South Corridor

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Transport and Development/Regeneration

Coventry/Solihull/Warwickshire Transportation and Regeneration Study

The Coventry/Solihull/Warwickshire Partnership (CSWP) commissioned the Coventry/Solihull/Warwickshire Transportation and Regeneration Study in 2004. The Partnership is made up the local Chamber of Commerce, Warwick University, Coventry University, Warwickshire County Council, Coventry City Council, Solihull Metropolitan Borough Council, the health sector, business and communities, Advantage West Midlands and the Learning and Skills Council. The Partnership includes a Transport Forum, and provides support to both the Coventry – Nuneaton Regeneration Zone and the Solihull/Coventry/Warwick High Technology Corridor.

The study steering group was made up of the following organisations:

- Coventry/Solihull/Warwickshire Partnership;
- Warwickshire County Council;
- Coventry City Council;
- Solihull Metropolitan Borough Council;
- West Midlands Regional Assembly;
- Advantage West Midlands;
- Government Office for the West Midlands;
- Highways Agency; and
- Centro.

The main study was commissioned following the preparation of a Scoping Report, and was intended to provide:

- An understanding of the committed economic development within the sub-region and the associated impacts on transport infrastructure;
- Identification of the current economic, social, transport and environmental problems within the sub-region;
- An assessment of the options for improving current and future travel conditions;
- A strategic level appraisal of the selected preferred measures identified in the study;
- Identification of a preferred transport strategy which best meets the needs of the sub-region to 2021; and
- A significant background and context for the preparation of the next Local Transport Plan submissions for Warwickshire and the West Midlands, and any future review of the West Midlands Regional Spatial Strategy/Regional Transport Strategy.

Underlying the study were the concepts of economic and environmental sustainability, against which a fundamental part of the option assessment was undertaken within the study.

The study was undertaken against an established policy context at a national, regional, sub-regional and local level, including the Transport White Paper, the Highways Agency Targeted Programme of Improvements, the Strategic Rail Authority's Route Utilisation Strategy and Regional Planning Assessment, and District/Borough Local Plan proposals.

A Wider Reference Group of 185 organisations was established as part of the study process. The group met a number of times during the study to debate and inform the development of the preferred set of transport measures for the sub-region.

A key element of the study was the use of the West Midlands Strategic Transport Model PRISM (Policy Responsive Integrated Strategy Model). The model was expanded beyond the boundary of the West Midlands conurbation to cover Nuneaton, Bedworth and Kenilworth, and key transport corridors from the study area towards Warwick, Leamington Spa and Rugby.

In order to incorporate the findings of the study into the wider transport proposals of the Coventry/Solihull/Warwickshire area, work began in January 2006 to prepare a Sub-Regional Transport Strategy. This will be written so as to be compatible with the Regional Spatial Strategy and the Regional Transport Strategy. It will also reflect the regional prioritisation process for Major Schemes, which has been undertaken in the West Midlands over the last 6 months.

Major Development Sites

The Coventry/Solihull/Warwickshire Transportation and Regeneration Study has considered the transport needs and requirements of a number of key development/regeneration sites within the sub-region. The relevant sites within or near to Warwickshire are as follows:

- Camp Hill Regeneration;
- Bermuda/Griff;
- George Eliot Hospital;
- Keresley (Prologis Park);
- Coventry Arena;
- Walsgrave Hospital;
- Ansty;
- National Agricultural Centre, Stoneleigh;
- Coventry Airport, Baginton;
- Warwick University; and
- Peugeot, Ryton.

These sites are discussed individually in the following paragraphs, along with the measures that are required to improve their accessibility and mitigate their impact on the transport network.

Camp Hill Regeneration

The residential area of Camp Hill in the north west of Nuneaton has benefited from a substantial regeneration over the last five years. While some improvements have been made to improve the accessibility of the area to other parts of the Borough, there is a need for this area of the North/South Corridor to have better strategic public transport links to Coventry, Warwick University, Leamington Spa and Warwick. The North/South Public Transport Options Study has looked at the access needs of this area, and has considered the feasibility of extending the Bus Rapid Transit network to Camp Hill as a short loop around the residential area.

Bermuda/Griff

The Nuneaton and Bedworth Local Plan has identified a number of sites around Bermuda and Griff to the south of Nuneaton for further employment provision. Transport measures to support this development are as follows:

- The provision of a dedicated stop on the Bus Rapid Transit Route between Coventry and Nuneaton; and/or
- Provision of a new station at Bermuda/Griff on the Coventry – Nuneaton railway line; and
- Provision of a dedicated cycle link between Bermuda/Griff and Nuneaton town centre, subject to signalisation of the A444/B4113 Griff Roundabout.

George Eliot Hospital

A new bus interchange at George Eliot Hospital in Nuneaton has recently been opened, which was partly funded by the County Council. This has improved bus interchange and passenger waiting facilities at this important location. Further transport measures to support access to the hospital include:

- The provision of a dedicated stop on the Bus Rapid Transit Route between Coventry and Nuneaton; and
- Provision of a dedicated cycle link between the hospital and Nuneaton town centre.

Keresley (Prologis Park)

Towards the northern edge of Coventry and extending into Warwickshire, the former Coventry Colliery has been redeveloped as a major business park/distribution centre. The site, which is managed by Prologis, is served by the A444 and a single track freight rail line. A number of Section 106 agreements have been signed which provide for significant bus improvements to the site in conjunction with a number of employment related travel plans. Coventry City Council has considered an extension of the Bus Rapid Transit proposals to Prologis Park, but the route has not been identified as a priority within the early stages of the network development.

Coventry Arena

A 32,000 capacity football and events stadium is in the process of being constructed north of Coventry city centre. The site of the stadium lies adjacent to the A444 and close to the Nuneaton-Coventry railway line, and includes a District Centre comprising retail outlets and leisure facilities and associated car parking (2000 spaces).

Although the development is located within Coventry, substantial transport demand and impacts are likely to be experienced in Warwickshire, particularly on match days and when events are being held at the site.

In order to reduce congestion and increase safety, the transport demand generated by the Arena needs to be addressed through:

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- The provision of a dedicated stop on the Bus Rapid Transit Route between Coventry and Nuneaton; and/or
- The provision of a new station on the Coventry – Nuneaton rail line.

Walsgrave Hospital

Walsgrave Hospital is located on the eastern edge of the city of Coventry and is a new 'Super-hospital' that has been funded under the private finance initiative (PFI) scheme. The existing hospital site has been expanded to incorporate a number of NHS uses from other sites including the Coventry and Warwickshire Hospital. The hospital will serve a large part of the Coventry and Warwickshire sub-region, and is due to open in Autumn 2006.

The key improvements that are required to address the issues raised by this development are:

- An enhancement in the frequency of the key bus services serving Walsgrave Hospital; or
- Extension of the Bus Rapid Transit network within Coventry to serve Walsgrave Hospital and the major employment site at Ansty in Warwickshire;
- Improvements to the existing highway access to the hospital off the A46 Coventry Eastern Bypass; or
- Provision of a new dedicated grade-separated junction off the A46 Coventry Eastern Bypass between the A46/M6/M69 junction and the existing highway access off the A46.

Ansty

The site at Ansty is located immediately to the south east of the A46/M6/M69 junction, and comprises of 50 hectares of land that is currently allocated as a Major Investment Site (MIS) in both the Warwickshire Structure Plan and the Rugby Borough Local Plan. There is currently no firm commitment for a single end-user for the site.

The key improvements that are required to address the issues raised by this development if it were to come forward in the future are as follows:

- Extension of the Bus Rapid Transit network within Coventry to serve Walsgrave Hospital and the major employment site at Ansty in Warwickshire;
- Provision of a dedicated site access from the site onto the A46, at the junction of the A46/M6/M69;
- Improvements to local bus services from Warwickshire; and
- Provision of walking and cycling facilities to/from the site.

National Agricultural Centre, Stoneleigh

The National Agricultural Centre (NAC) at Stoneleigh is home to the National Farmers Union (NFU) national headquarters, and currently hosts the Royal Show and the Town and Country Show. The Royal Agricultural Society of England is proposing to develop and refurbish Stoneleigh Park providing exhibition, hotel, conference facilities, showground facilities, a business innovation park, a visitor centre, leisure and ancillary retail and catering facilities, a national equine centre and livestock facilities. The proposed development of the site will be likely to have a substantial impact on the local and trunk road network, which will need to be mitigated by the following improvements:

- Improvements to the A46 Stoneleigh Interchange;
- Provision of a route from the A46 to a new main entrance on the west side of the NAC;
- Signalisation of the A46/A452 Thickthorn Roundabout;
- Improvements to the junction of the A429 Kenilworth Road/Stoneleigh Road/Gibbet Hill Road and other local road improvements; and
- Improvements to public transport services and infrastructure, including consideration of a new express bus service from Leamington Spa to Coventry via the NAC (subject to its impact on existing commercial services in the Leamington Spa to Coventry corridor).

Coventry Airport, Baginton

The operators of Coventry Airport at Baginton in Warwickshire have recently proposed significant improvement and expansion of their facility. These are subject to a Public Inquiry, currently in progress at the time the Provisional LTP is due for submission. The County Council submitted to the Local Planning Authority, Warwick District Council, that the proposals should not be approved until the District Council is satisfied that:

- The proposal would be compatible with the Government's new national air transport policy;

- Assessments of noise impacts on the local community are adequate and demonstrate that those impacts identified would be acceptable, and
- The Highways Agency has confirmed the acceptability of the proposal in relation to surface access onto the A45 and the impact on the A45/A46 Tollbar End junction.

Should the Airport be given permission to expand its service portfolio, the following improvements are likely to be sought in liaison with Coventry City Council and the Highways Agency:

- Preparation of an Airport Surface Access Strategy;
- Improvements to the A45/A46 Tollbar End roundabout;
- Improvements to public transport accessibility, both to/from Coventry and Warwickshire; and
- Improvements to walking and cycling facilities.

Warwick University

The County Council is aware that Warwick University is currently consulting on master plan proposals for expansion of their facilities. In advance of this, the County Council has entered into preliminary discussions with the University over the access requirements. Specific problems that are being discussed include the following:

- The impact of the proposed expansion on the A46 Stoneleigh Interchange, albeit with the provision of an upgraded junction at this location as part of the expansion of the National Agricultural Centre;
- The impact of increased traffic flows at the Stoneleigh Road/Dalehouse Lane roundabout;
- The impact of increased traffic on Stoneleigh Road, and at the junction of the A429 Kenilworth Road with Stoneleigh Road and Gibbet Hill Road (located within Coventry City);
- In light of the above issues, the need for either an upgrade of Stoneleigh Road and the junction at Gibbet Hill, or the provision of new highway infrastructure to improve access to the University;
- The need for robust parking management;
- The need for improved public transport provision to the University, particularly from Leamington Spa and Coventry city centre;
- The need for improved pedestrian and cycle facilities; and
- Other measures such as the need for a revision to the established University Travel Plan.

Given the location of the University on the Warwickshire/Coventry boundary and the likely impact of the proposed expansion on access from the A46, the County Council intends to work in partnership with Coventry City Council and the Highways Agency to identify a coherent transport strategy to support the expansion of the University.

Peugeot, Ryton

The Peugeot car plant is located to the south east of Coventry on the outskirts of the village of Ryton-on-Dunsmore. It is a major employer within the Coventry/Warwickshire sub-region. The plant is accessed from the A423 and the A45, and is located close to the A45/A46 Tollbar End Junction.

Any future (re) development of this site should be supported by the following improvements:

- Improvements to the A45/A46 Tollbar End roundabout;
- Improvements to the public transport accessibility of the site, both to/from Coventry and Warwickshire; and
- Improvements to walking and cycling facilities.

Air Quality

Air quality issues within the main urban areas of the corridor are covered in the Air Quality Strategy and the Nuneaton and Bedworth and Warwick/Leamington Spa/Kenilworth/Whitnash urban area sections respectively.

A' Step Change' in Public Transport

A need for a 'step-change' in the quality and provision of public transport in the North/South Corridor has been identified as a priority for the sub-region. The County Council, in partnership with Coventry City Council, and Centro (the West Midlands Passenger Transport Executive) have investigated a number of options to develop and eventually deliver a step change. The options are based on integrated planning and co-ordination of all public transport modes and have included the investigation of a combination of bus, guided bus, heavy rail, light rail and other innovative public transport systems.

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A number of technical studies and appraisals have been undertaken to consider the viability and deliverability of various options to deliver a step change. These include:

- North/South corridor Public Transport Options study;
- Sub-Regional Transportation and Regeneration study;
- Coventry City Council Major Scheme bid for bus rapid transit (BRT);
- Warwickshire County Council studies on Kenilworth Station;
- Warwickshire County Council New Stations in Warwickshire study;
- Studies on the potential for Light Rapid Transit (LRT) in the corridor, one of which has still to formally report.

The studies have all concluded that a public transport vision for the longer term should aim to:

- Support the regeneration of the North/South Corridor, by providing efficient links between areas of social deprivation and employment and education opportunities, health and leisure facilities and retail facilities;
- Meet the accessibility standards and aspirations of the region and sub-region;
- Provide links from the sub-region to the 'rest of the world', which is essential to its economic renaissance and attracting investment and employee;
- Comprise a hierarchy of modes suited to the particular journeys being made within, to and from the corridor, with provision made for journeys over the entire length of the corridor;
- Provide high quality, convenient and reliable access to existing and proposed residential, employment, retail and leisure facilities in all the main centres in the corridor, including major regeneration initiatives in the Coventry to Nuneaton Regeneration Zone, the Coventry Arena complex, the expansion of Walsgrave Hospital, development at Coventry Airport and the National Agricultural Centre at Stoneleigh, and the master plan proposals for Nuneaton, Bedworth and the University of Warwick;
- Meet the changing travel needs arising from the increasingly 24 Hour / 7 Day lifestyle, not only for people enjoying the extended facilities but also for those employed in providing them; and
- Encourage use of public transport as a viable sustainable alternative to the private car for journeys within, to and from the North-South Corridor.

The detailed study of the short, medium and long-term public transport options for the corridor recommends the provision of a bus rapid transit system from Warwick University to Nuneaton before 2011, further enhancements to the existing bus network, and the provision of new rail stations at Kenilworth and Coventry Arena, served by trains on the Leamington – Coventry – Nuneaton route. Extension of the bus rapid transit system to Kenilworth or Stoneleigh and Leamington Spa is recommended in the medium term. In the longer term, the provision of a through rail service to the East Midlands and Oxford is recommended.

Table 3.1 outlines the recommendations of the study for the short, medium and long term to deliver a step-change in public transport along the corridor. The County Council and its partners will review these actions once the findings of the LRT study are reported.

Actions Required to Deliver a Step-Change in Public Transport Provision in the North/South Corridor				
	Heavy Rail	**Light Rapid Transit**	**Bus Rapid Transit**	**Enhanced Bus**
Up to 2007	Seek funding for Coventry – Nuneaton 2tph Seek funding for Kenilworth Station and take opportunity to influence Coventry re-signalling scheme	No action proposed	Seek funding for core section and Warwickshire extension from Coventry Boundary to Nuneaton Seek funding for extension to Kenilworth or Stoneleigh (subject to resolution of land use issues) if a business case can be established	Continue investment in "showcase" routes. Seek funding for Real Time Information

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Actions Required to Deliver a Step-Change in Public Transport Provision in the North/South Corridor				
				System in conjunction with BRT
2007-2011	Implement Coventry – Nuneaton 2tph (and Arena Station in partnership with Coventry City Council) Implement Kenilworth Station Seek funding for extending Nuneaton – Coventry service to Leamington at 2tph Seek funding for Marylebone – Coventry – Nuneaton service and additional rolling stock to operate this Do not pursue Galley Common Station if BRT is preferred unless a case for a Galley Common – Birmingham service can be made. Examine the business case for Bermuda Station in the light of increased development	No action proposed	Implement core section Implement Kenilworth extension Seek funding for extension north to Galley Common if rail station not viable Seek funding for extension to Leamington Spa	Finalise Enhanced Bus improvements
2011-2016	Implement Chiltern Marylebone – Nuneaton service Implement Nuneaton – Coventry – Leamington at 2tph Seek funding for East Midlands – Oxford service and dive under at Nuneaton	No action proposed	Implement Galley Common extension Implement Leamington extension	No action proposed
2016-2021	Implement East Midlands – Oxford service and dive under at Nuneaton	No action proposed	No action proposed	No action proposed

Table 3.1 Action srequired to deliver a Step-Change in public transport provision in the North/South Corridor

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In light of the studies described above, the following applications for Major Scheme funding during the next LTP period may be made for the following transport improvements:

- Warwickshire (Coventry City Council boundary to Nuneaton) section of BRT;
- A comprehensive Real Time Information and traffic light priority control system for BRT and local bus services;
- Rail improvements to the existing shuttle service between Coventry and Nuneaton to allow 2 trains per hour to be run;
- Further BRT enhancements, including a possible extension to Leamington Spa via Kenilworth; and
- Rail improvements – Kenilworth Station, including rolling stock and infrastructure enhancements to allow through trains between Leamington Spa and Nuneaton via Coventry to operate with some journeys continuing to London. In addition, new rail stations to the south of Nuneaton may also form part of this bid.

Improvements for Cycling

The Sustrans National Cycle Network Route 52 covers the length of the North/South Corridor from Warwick - Kenilworth - Coventry - Bedworth - Nuneaton. Many sections of the route have already been implemented, and the County Council is working in partnership with Sustrans to complete it in full. This would provide a number of valuable inter-urban links within this corridor as well as forming part of the town cycle route networks. Much of the National Cycle Network utilises traffic-free routes or roads with low traffic volumes, in order to encourage more people of all ages and abilities to cycle, both for leisure and utility journeys.

Freight

The vast majority of freight movements in the North/South Corridor are transported by road. A large amount of both short and long distance road based freight haulage is through movements that have no link to Warwickshire. This is primarily due to the number of motorway and trunk roads that traverse the County (i.e. M6, M40, M69, A5 and A46). In line with the County Council's Sustainable Freight Distribution Strategy and the Warwickshire Freight Quality Partnership, a lorry map of the County has been prepared showing the preferred lorry routes to industrial estates and key freight destinations within Warwickshire. These routes are designed to reduce the environmental impact of lorries driving through the area, including a number of key towns and villages. The County Council supports the proposal to develop a Regional Lorry Map for the whole of the West Midlands.

The main generator of rail freight in the North/South Corridor area is the Murco oil terminal which is located on the Nuneaton - Coventry line at Bedworth. Potential new freight growth within the strategy area lies with the new freight generator Prologis Park (former Coventry Colliery).

Motorways and Trunk Roads

The County Council supports the Highways Agency's A46/M5/M50 Route Management Strategy, and the intention to fully resolve the problems at the M40/A46 junction at Longbridge.

The M1 to Birmingham Route Management Strategy covered five key routes, including the A45 between the M45 and the A46 at Stivichall, and the A46 Coventry Eastern Bypass between the A45/A46 at Tollbar End and the M6 at Junction 2. The draft RMS was produced by the Highways Agency in 2002, and the final version has now been published.

The RMS proposed a significant improvement to the A45/A46 junction at Tollbar End, which is now being pursued by the Highways Agency with a view to implementation by 2010/11 (see below). Completion of these works along with the improvement at M40 Junction 15 (Longbridge) will leave most of the junctions on the A46 between the M69 and Stratford-upon-Avon free flowing. The exceptions to this are the two junctions on the A46 Coventry Eastern Bypass, these being the A46/A428 TGI Friday junction near Binley Woods, and the A45/A46 interchange at Stivichall. The latter junction has recently been improved by the Highways Agency, and now includes a segregated slip lane from the A45 west to the A46 south. Grade separation of the A46/A428 roundabout has been considered as part of the Coventry/Solihull/Warwickshire Transportation and Regeneration Study, although its technical feasibility is still to be established by the Highways Agency.

The Highways Agency has recently commissioned consultants to undertake a pre-TPI study of the M6 from Junction 4 to Junction 19 of the M1, and the A46 from the M69 to the A45 at Tollbar End. The study will examine a number of issues, including the possibility of localised widening and use of Active Traffic Management on the M6, and junction capacity issues on both routes. This will include consideration of M6 Junction 1, as well as the committed improvements at M1 Junction 19.

A45/A46 Roundabout – Tollbar End, Coventry

Tollbar End is an important junction that links the A45 with the A46 and a number of local roads (including access to Coventry Airport).

The roundabout at Tollbar is currently traffic signal controlled (except the B4110 and Rowley Road accesses). The roundabout suffers from congestion particularly at peak times and this is likely to increase in view of local developments and traffic growth on the trunk road network.

The Highways Agency has responsibility for the A45/A46 Tollbar End junction, and is currently in the process of preparing a major improvement scheme for the roundabout. This is likely to include a grade separation of the A45/A46, which will significantly relieve congestion at the junction. Also included in the scheme package are proposals to improve the A46/A45 Stivichall interchange, located approximately 2km to the west of Tollbar End.   The scheme is due to be delivered by the Highways Agency towards the end of the LTP2 period.

A46/M40/A429 (M40 Junction 15) – Longbridge, Warwick

Longbridge is strategic junction on the M40 where it meets the A46 and the A429 south of Warwick. It is currently subject to significant congestion at peak periods and, along with Tollbar End, has been included in a package of trunk roads improvements to carried out within the LTP2 period. The current congestion levels are thought to discourage traffic from using the trunk road network and encourage traffic to use inappropriate routes to avoid the congestion when attempting to access the M40 corridor. These appear to include Warwick town centre, A4189 and A4177.A recent interim junction improvement has been built to provide additional circulatory carriageway width, and revised signal timings. Future improvements are likely to include full segregation of the A46 from the M40 by bypassing A46 traffic to the west of the existing junction. The County Council fully supports the need for a major improvement to the junction and will work with the Highways Agency to seek an acceptable improvement scheme which meets local needs.

A46/C32 Stoneleigh Road/B4115 Stoneleigh Interchange

The A46 Stoneleigh Interchange is located between Kenilworth and Coventry and provides the principal access from the trunk road network to Warwick University and the National Agricultural Centre (NAC) at Stoneleigh. The interchange is currently a single over bridge with northern and southern access slip roads leading to simple priority junctions. The interchange is currently subject to congestion, which can cause traffic to queue back on to the A46.

As part of the expansion of the NAC, funding will be provided to improve the interchange and the impact of the proposals to expand Warwick University on the interchange will also be considered.

A46/A452 Roundabout – Thickthorn, Kenilworth

The A46/A452 roundabout at Thickthorn lies just to the south east of the town of Kenilworth, and provides the principal access from the A46 to Kenilworth and Leamington Spa. It also provides a secondary access from the A46 to the National Agricultural Centre (NAC) via the B4115.

As part of the expansion of the NAC the roundabout will be signalised to increase the capacity throughout the day.

A46/A4177/A425 Stanks Roundabout, Warwick

The A46/A425/A4177 Stanks roundabout is located to the west of Warwick, and provides access to Warwick town centre via the A425, Warwick Parkway via the A4177 and Old Budbrooke Road, and Hatton/Solihull via the B4177. The roundabout can be subject to congestion at peak periods. However, it is unclear what effect the performance of the nearby Longbridge M40 junction 15 has on the junction, as problems at this junction can encourage traffic to re-route via Stanks. A further contributory factor appears to be the close proximity of the main entrance to the IBM site to the junction.

The Highways Agency's A46 Route Management Strategy (RMS) has acknowledged that a study of the issues affecting the junction should be undertaken, with a view to upgrading it in due course. The County Council will continue to work in partnership with the HA to develop proposals to enable the junction to offer better access for all modes, relieve congestion, and maintain good access to Warwick and Warwick Parkway station.

M6 Junctions 2 - 3

The section of the M6 north of Coventry between the M69/A46 junction near Ansty (Junction 2) and the A444 junction near Bedworth (Junction 3) experiences heavy congestion throughout the day, and particularly during peak periods. The Coventry/Solihull/Warwickshire Transportation and Regeneration Study recommended that this section of the M6 be

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upgraded to four lanes in each direction. It is envisaged that much of this capacity enhancement can be achieved through implementation of Active Traffic Management measures, although some localised widening to accommodate the necessary refuges may be required. This may prove particularly challenging where the motorway is elevated, albeit on an embankment.

Junctions 2 and 3 themselves also experience related congestion throughout the day. The Coventry/Solihull/Warwickshire Transportation and Regeneration Study recommended that both these junctions be upgraded as part of the above scheme. This would benefit access into north Coventry and onto the A444 towards Bedworth and Nuneaton.

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Northern Warwickshire

Introduction

This section of the Local Transport Plan covers the area shown in Figure 3.4, which includes the towns of Atherstone, Polesworth and Coleshill and their surrounding rural hinterland. The area covered by this section is similar to the administrative boundary of North Warwickshire Borough although it excludes certain parts of the Borough to the east and south. These are included within the North/South Corridor chapter. Its socio-economic characteristics however, are represented by statistics related to North Warwickshire Borough.
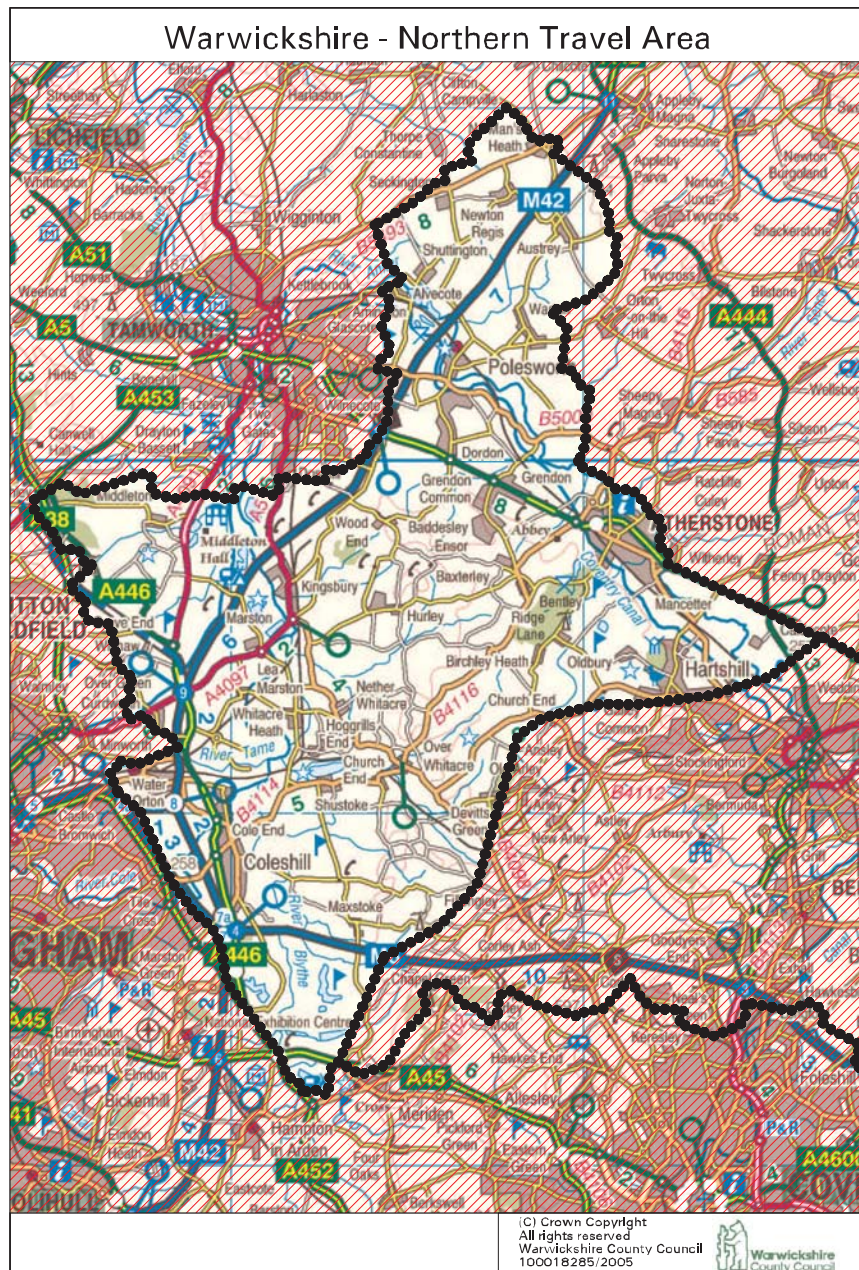
Figure 3.4 Northern Warwickshire Travel Area

This part of Warwickshire has strong travel links with a number of towns and cities located outside the County, including Tamworth, Sutton Coldfield, Solihull, Coventry and Birmingham. In developing the proposals for this part of Warwickshire, the County Council has worked in close partnership with Staffordshire County Council, Leicestershire County Council, Birmingham City Council, Solihull Metropolitan Borough Council and Coventry City Council in order to be compatible with their LTP proposals.

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The area of Northern Warwickshire is one of contrasts. Areas of employment growth in the Borough contrast with deprivation indices that are among the worst in the County. Access to cars is lower than in the south of the County, however public transport usage is also relatively low.

The Shared Priorities in Northern Warwickshire

While all four Shared Priorities are reflected in the plans for Northern Warwickshire, the top priority is to carry forward initiatives outlined in the Accessibility Strategy in order to address the issues of poor accessibility that are found in this area. Key improvements are related to public transport; the delivery of Coleshill Parkway station, an enhanced network of bus services to serve the facility and provision of improved links within the area (e.g. to Hams Hall) and to the West Midlands conurbation and BIA/NEC. There is a presumption to improve road safety through promotion and implementing casualty reduction schemes in corridors and at specific locations where known problem exist. Similarly, there is a fundamental intention to improve air quality in the declared AQMA and prevent further deterioration across the area.

The Overall Context

Population

The population of the Borough in 2003 was 61,800, up 5.8% since 1971. This shows that the population has grown significantly less than the average growth of population for Warwickshire as a whole.

Forecasts from the Office for National Statistics suggest that the Borough's population will continue to rise during and beyond the lifetime of this LTP, but only by 2.4% up to 2021 compared to 13% for the County as a whole.

Social Issues

The mean household income in North Warwickshire Borough is £29,000. This is well below the average in Warwickshire and is the second lowest District/Borough in the County. The Borough as a whole performs well in terms of the Index of Multiple Deprivation; however, there are areas in two wards that fall within the 30% worst deprived wards in England (2004).

The Economy

The number of jobs in the Borough fell sharply during the late-1990's and despite a return to growth the total number of jobs remains significantly below the 1998 level. The current unemployment rate in North Warwickshire Borough is 1.4%, which compares favourably to a Countywide level of 1.6% and a regional figure of 2.9%. Over two-thirds of the population of the Borough aged between 16 and 65 are economically active in employment.

The Environment

Despite its former status as a mining area, this part of the County has a varied and undulating landscape. Specific facilities that complement this landscape include Kingsbury Water Park, Hartshill Hayes Country Park, Shustoke Reservoir and the Coventry Canal. The Borough is also home to the Belfry Golf Course.

Conclusions

Northern Warwickshire exhibits some similarities to the County as a whole, however there are a number of significant differences. The key issue within this area is the need for transport and accessibility to support the long-term economic vitality and viability of the main towns of Atherstone, Polesworth and Coleshill. Access from the rural areas of the Borough is also considered to be important, particularly in supporting access to employment and services.

Travel Patterns

Modal Split

The modal split in Northern Warwickshire as illustrated by journeys to work is set out in Table 3.2. There is a heavy reliance on the private car, and, to a lesser extent, walking. Use of public transport is relatively low, but has improved over the lifetime of the first LTP.

North Warwickshire Borough - Journey to Work Modal Split (Source: 2001 Census)				
	Car	Public Transport	Bicycle	Walk
North Warwickshire Borough	75.3%	4.5%	1.3%	7.3%
Warwickshire	71.2%	4.7%	2.9%	9.7%
English Shire Counties	66.8%	7.6%	3.1%	10.1%

Table 3.2 Modes used for the journey to work

Table 3.3 shows a summary of school travel patterns in the Borough. The modal split for school journeys in the Borough is similar to the modal split in Warwickshire as a whole, but with a slightly less reliance on the car and more walking and public transport use.

North Warwickshire Borough - Journey to School Modal Split (Source: WCC)				
	Car	Public Transport	Bicycle	Walk
North Warwickshire Borough	35%	17%	1%	47%
Warwickshire	37%	15%	4%	43%
UK	30%	14%	1%	46%

Table 3.3 Modes used for the journey to school

Transport Problems and Opportunities

Major employment sites are located in the centre of the area's market towns with retail and office based work prevailing and at a number of industrial sites including Hams Hall, Birch Coppice, Kingsbury Link, Coleshill North and Holly Lane in Atherstone. There are large single employer sites at Kingsbury Oil Terminal and Daw Mill Colliery. Current statistics suggest that a large number of people work outside the area and a majority rely on cars for the journey.

Doctor's surgeries are located in the major settlements but for hospital care a trip out of the area to Coventry, Nuneaton, Sutton Coldfield or central Birmingham is needed.

Secondary schools at Polesworth, Atherstone and Coleshill are supported by a number of local primary schools. In some of the area pupils may be transported to out-of-Borough schools if this is nearer or particular educational requirements are needed. Free school transport is provided for those pupils who live beyond the statutory maximum walking distance.

The majority of villages have still retained a post office or general store. Major supermarkets are present in the market towns of Atherstone and Coleshill along with a selection of other facilities including banks and building societies.

The area has a comprehensive network of trunk and County roads that facilitate the use of the car for the journey to work and leisure. An opportunity exists to grow the market for public transport especially to key destinations outside the area by the provision of better access to the rail network. Locally, buses have a key role to play in linking the main towns of Atherstone, Coleshill, and Polesworth and providing links to the main employment sites that are currently predominantly accessed by car. Although congestion in the area is generally limited, the heavy through traffic flows on the motorway and trunk road network have a major impact on the environment. More effective use of the major roads is seen as key to reducing this impact, particularly for heavy vehicles that also use local roads to access the business and employment centres in the area.   Cycling and walking is often seen as less safe than other modes of travel, especially for young people travelling to school. An opportunity exists to grow the market for travel using these modes by pursuing Safer Routes to School schemes and where appropriate the use of CCTV systems and better lighting of transport facilities. At present the various modes of transport are not joined together in a way that allows travellers to make use of alternatives to the private car.   Better interchange facilities at bus and rail stations give the opportunity to change travel habits by allowing complex journeys to be made that are currently only possible by car.

In 2004, there were 414 road casualties in North Warwickshire Borough, with:

- 102 killed or seriously injured; and
- 312 slightly injured.

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The number of people killed or seriously injured on Warwickshire's roads has reduced significantly in recent years. However, North Warwickshire Borough has experienced an increase in the number of people killed or seriously injured since 1998. The figures for Warwickshire as a whole reflect a higher level of deaths and serious injuries in rural areas than in urban and therefore, the predominantly rural characteristics of North Warwickshire Borough probably explain the poorer safety record than across the County as a whole.

In summary, the main transport problems in Northern Warwickshire are:

- The lack of public transport services in certain parts of the Borough, particularly the rural areas;
- Heavy flows of traffic on the trunk road and motorway network, and the resulting environmental impacts of noise and air quality;
- The lack of integration between modes, particularly at public transport interchanges; and
- The numbers of casualties resulting from road traffic accidents.

The Strategy

General

The Countywide Strategy set out in Part 2 of this LTP will be implemented in this area by:

- A continued focus on improving facilities for pedestrians, cyclists and motorcyclists;
- Continuing the implementation of the Safer Routes to School initiative;
- Promoting better public transport services (bus, rail and community transport), both in the towns and rural areas of the Borough;
- Improving facilities for transport interchange at key bus and rail facilities (including the delivery of Coleshill Parkway);
- Improving the management and condition of the transport asset of the area;
- Continued maintenance of the highway network, including bridges;
- Integrating land development proposals with accessibility improvements;
- Securing the provision of travel plans in relation to major new development, and encouraging existing large trip generators to adopt their own travel plans;
- Controlling and managing car parking provision, and improving the enforcement of parking regulations;
- Promoting alternatives to the use of the private car; and
- Promoting road safety, and implementing casualty reduction schemes in corridors and at specific locations where known problem exist.

Schemes in Progress

Commitments in the 2000 LTP included opening rail stations at Coleshill, Kingsbury and Arley. Given the current position of the rail industry, it is likely that of these three schemes, only Coleshill Parkway will open in the near future. This will include the delivery of an integrated set of public transport measures over a large part of the area and deliver a local Park and Ride site for trips to Birmingham and towns to the east of Nuneaton. Picture 3.2 shows an artist's impression of Coleshill Parkway. New bus services to the NEC and Birmingham International Airport, operated by Stagecoach in Warwickshire, have delivered greater accessibility despite the artificial barriers created by the motorway network.

Picture 3.2 Coleshill Parkway

The upgrading of Atherstone bus station is seen as essential to gaining maximum benefit from the service improvements that have been delivered on the Atherstone to Nuneaton corridor. The opening of the M6 Toll should allow traffic patterns on nearby roads to stabilise after congestion during the construction of this scheme.

The remainder of this section sets out the key proposals that are likely to come forward in Northern Warwickshire during the lifetime of this LTP. They are shown in Figure 3.5.

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Northern Warwickshire - Key Proposals

Note:
Shows only those proposals that are site specific.
Area-wide and corridor measures are not shown
but are described in the relevant area sections.

Key

1 Coleshill Parkway
2 Kingsbury Station
3 Arley Station
4 Coleshill Market Town Initiative
5 Atherstone Market Town Initiative
6 Polesworth Market Town Initiative
7 Birmingham International Airport / NEC
8 Hams Hall Employment Centre
9 A51 Dosthill Bypass
10 M6 to Birmingham Route Management Strategy
11 A5 Route Management Strategy

Figure 3.5 Key Proposals in Northern Warwickshire

Transport and the Local Plan

During the lifetime of the Local Transport Plan the planning framework will change from structure and local plans to the use of local development frameworks. This will affect the way by which development is controlled and land released for housing, employment and transport facilities. There is a well-established Green Belt surrounding the urban areas, which has been protected by Local Plans. These are currently being reviewed, but it is anticipated that similar levels of protection will continue to be applied. This will concentrate future development within or close to the established urban areas and will tend to intensify the effect of additionally generated traffic near the major settlements. The North Warwickshire Local Plan was put on deposit in 2003/3004, and includes certain land that is designated for transport matters. The sites for Coleshill Parkway and the proposed station at Kingsbury are protected from future development within the Local Plan.

Market Town Initiative

The aim of the market town initiative is to regenerate the environment and attractiveness of local centres. Coleshill, Atherstone and Polesworth have been identified as three of a number of market town schemes within Warwickshire. A number of improvements have been identified that will positively affect the transport system in these towns. These include the following:

Coleshill:

1. Provision of a Bus Information Point (BIP) within the town centre;
2. General bus stop improvements, including the provision of new flags, timetable cases and shelters;
3. Church Hill Enhancement Scheme;
4. Coleshill Parkway (due to open in 2006);
5. Implementation of a programme of dropped kerbs;
6. Gateway features on key approaches to the town centre;
7. If feasible, improvements to the Green Man Junction (subject to the outcome of the impact of the M6 Toll on local traffic);
8. Improvements to the local cycle network;
9. Landscaping improvements at Parkfield Road junction;
10. Provision of traffic management measures on High Street (subject to the outcome of the impact of the M6 Toll on local traffic); and
11. Provision of a new pedestrian crossing, as part of the School Safety Zone.

Atherstone:

1. Improved enforcement of parking restrictions within the town centre;
2. Provision of improved pedestrian access between the town centre and the Coventry Canal; and
3. Improvements to Atherstone railway station.

Polesworth:

1. Implementation of measures to address speeding traffic within the town centre; and
2. Improvements to parking facilities and the pedestrian environment on Bridge Street, particularly at the junction with the B5000.

Air Quality

An Air Quality Management Area (AQMA) has been identified by North Warwickshire Borough Council in conjunction with the County Council and the Highways Agency. The AQMA is located at the junction of M6 and the A446 (and lies in close proximity to sections of the M42 and M6 Toll) and is therefore primarily related to pollution from road transport on the trunk road and motorway network. An Action Plan has been put together by the Borough Council in order to address the level of pollutants in the AQMA. There is only one residential receptor located within the boundary of the AQMA.

Public Transport Improvements

Internal links

Internally the public transport network in Northern Warwickshire provides reasonable links to the main communities of Atherstone, Polesworth and Coleshill. The lack of services however between Kingsbury and Coleshill is a significant issue and the majority of local bus services are provided by operators from adjoining areas, which can occasionally cause operational difficulties. The link between Atherstone and the villages to the east has been strengthened by the increase

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in frequency of route 48 to every 20 minutes. Arriva operations in the west of the area have been scaled down in recent years causing reductions in frequency. A significant proportion of the area enjoys links to Birmingham International Airport and the NEC, but travel to Coventry is difficult from a significant part of the area.

The bus station at Atherstone is in need of re-development, and work is currently underway to address this. The Atherstone Bus Station improvement scheme, in partnership with North Warwickshire Borough Council, will be designed to assist interchange between services and provide a pleasant clean and well-designed environment for passengers waiting for bus services. This scheme proposes a new fully enclosed waiting room and shelters including seating, public telephone, CCTV for safety and security of passengers, lighting, improved passenger information, raised kerbs for easy boarding of low floor buses and the refurbishment of the adjacent public toilets.

In general, links to the villages north of the A5 are poor, whilst links between east and west usually involve a change of buses in Atherstone. Some areas in the south of the area have no link to Atherstone, despite having services to Coventry and Nuneaton. Evening and Sunday services generally rely on subsidy from the County Council, and as such operate at minimum levels. Bus Information Points (BIP) have been introduced in Kingsbury and Polesworth in a bid to improve traveller information.

Community transport plays a key role in fulfilling travel demands, with flexibly routed bus services in key areas and fully responsive transport provided by a number of voluntary organisations. A brokerage for marrying demand to resources for specialist transport has been successfully established.

External Links

External links from the area focus on bus services to the nearby centres of Nuneaton and Tamworth. Rail access is currently only available at Atherstone and Polesworth, both of which have a limited service to Tamworth, Lichfield and Nuneaton. The upgrading of the West Coast Main Line is likely to restrict any increase in the number of trains that can call at Atherstone and Polesworth. In the short-term, the train service has been reinstated in combination with a limited number of feeder bus journeys to Tamworth and Nuneaton. The County Council will work in conjunction with Network Rail and others to secure rail improvements where possible.. Access to the national rail network usually involves a trip by car or bus to Tamworth or Nuneaton. Connections between modes at these remote locations are poor, particularly for those seeking to use public transport for their whole journey. The bus route from Kingsbury to Birmingham has recently seen a major reduction in frequency. The introduction of the 'Prime line' service on the Atherstone to Nuneaton route and an accompanying increase in frequency has generated a 20% increase in patronage and created a through service to Coventry.

Proposed Bus/Rail Improvements

The County Council will continue to support the existing minimum level of bus service provision and the development of a greater degree of flexible, demand responsive bus and taxi services, in order to sustain and increase level of access to key facilities and thus reduce social exclusion.

The development of Quality Bus Corridors will focus on two major routes in Northern Warwickshire over the next five years:

- Nuneaton - Hartshill – Atherstone (in conjunction with Stagecoach in Warwickshire); and
- The strategic link between Tamworth, Kingsbury, Hams Hall, Coleshill and Birmingham International Airport/National Exhibition Centre and points further south.

The improvements will include new bus shelters where appropriate, raised kerbs for easy boarding and a brand image for each route.

The County Council, in conjunction with other stakeholders in the region, will continue to pursue the provision of increased accessibility to public transport and the creation of strategic links to major facilities outside the area. The aim is to provide a valid alternative to the private car for longer journeys within the area and to nearby large towns. These improvements will seek to maximise the benefit from the improvements to bus service provision between Atherstone and Nuneaton.

A new network of fully accessible bus services will be provided to Coleshill Parkway. The aim of these service improvements will be to ensure that the majority of villages and towns to the south of the A5 will have a bus link to the interchange at Coleshill/Hams Hall. It is the intention to provide the following four Quality Bus Initiatives:

- Nuneaton to BIA/NEC via Arley, Hams Hall and Coleshill;
- Atherstone to BIA/NEC via Baddesley, Kingsbury, Hams Hall and Coleshill;

- Tamworth to BIA/NEC via Kingsbury, Hams Hall and Coleshill; and
- Sutton Coldfield to Coleshill Parkway via Water Orton and Hams Hall.

The latest low floor will operate each service, easy-access buses, which will connect with the national rail network at Coleshill Parkway and at Birmingham International Rail Station. Improvements to passenger information and bus stops at key locations will also form part of the scheme.

The County Council will seek to provide a bus only road linking the two main spine roads in the Hams Hall industrial area. This will build on the benefits of the bus only bridge being constructed as part of the Coleshill Parkway by allowing buses direct access to major employers.

A new dedicated coach link between Coleshill Parkway and BIA will also be provided to run in parallel with the conventional bus services set out above. The aim of this link will be to make public transport a valid alternative long distance access to BIA, particularly from the East Midlands, thereby reducing pressure on the strategic and local road network.

The County Council will continue to pursue a scheme to provide a new station at Kingsbury.

Community Transport

Enhanced facilities for community transport passengers will be provided at Atherstone bus station as part of the proposed improvements to this facility.

The County Council will investigate demand responsive and flexible services as feeder services into key transport corridors and existing/future Quality Bus Corridors.

In line with the Community Transport Strategy, the County Council will promote the mainstreaming of community transport services in order to sustain established community transport initiatives. This includes the Countywide 'Wheels to Work' moped loan scheme.

Opportunities will be sought to support or introduce schemes that, operated in the community and voluntary sector, can achieve the benefits of partnership working.

Taxis and Private Hire Vehicles

Enhanced facilities for taxis and private hire vehicles will be provided at key interchanges consistent with the aims set out in the Public Transport Interchange Strategy.

The County Council will develop Taxibus services to meet specific demand in the County where conventional public transport is neither operationally or economically appropriate.

Improvements for Walking and Cycling

Walking and cycling are the most effective means of making local journeys in a sustainable way.

The County Council, in conjunction with Solihull MBC, Birmingham International Airport and the NEC, will seek to improve pedestrian and cycling facilities to and from BIA/NEC in order to provide more sustainable access for employee related trips. The County Council will also work in partnership with these organisations to investigate the provision of an effective cycle link between Coleshill and BIA/NEC.

To maximise the use of the cycling facilities installed at Coleshill Parkway, the County Council will keep under review the need for further improvements to the local cycle network to provide employees at Hams Hall with better links to/ from the interchange. Opportunities to secure funding towards these improvements from further development in the area will be pursued where possible.

Safer Routes to School

Safer Routes to Schools will continue to be introduced in the area as opportunities arise. The scattered communities in the area mean that a high proportion of pupils travel by bus or car. The Safer Routes to School effort will concentrate on the clusters of schools in Coleshill, Atherstone and Polesworth.

Powered Two Wheelers

Improvements for powered two wheelers will be made in line with the proposals contained in the County Council's Powered Two Wheeler Strategy.

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Parking

Decriminalised Parking Enforcement is understood to be the most effective way of ensuring that parking regulations are adhered to. This is in the early stages of development in the Borough, however it is likely that a joint scheme with neighbouring Boroughs is the most practical way forward given the relatively small settlements in the area. Specific local issues that decriminalisation will need to address are parking in Kingsbury and Hartshill. Parking in the vicinity of the Coleshill Parkway and Hams Hall will require specific management and control, as well as ongoing monitoring. The Borough Council has a policy of providing free off street parking within its town centres to encourage the local economy that may affect the viability of a stand-alone decriminalisation scheme.

Highway Improvements and Traffic Management Measures – County Roads

The extensive local road network supports a number of disparate demands. Peak demand caters for work based journeys and school trips. There is also a degree of traffic rat-running to avoid congestion on the trunk road and motorway networks. This was particularly noticeable whilst the construction of the M6 Toll was undertaken.

In some town centres traffic is constrained with some junctions operating above capacity. In Coleshill, for example, the 'Green Man' junction (B4114/B4117) in the centre of the town is currently running at 25% above capacity during peak periods. Off-peak the trips are usually local in nature and support the local economy in the main towns of the area. Policies are in place for maintenance of the highway and street lighting, whilst the Borough Council and some Parish Councils are currently responsible for maintaining the majority of street furniture. Bus shelters may be owned and maintained by a number of agencies. The ongoing need for a bypass of Dosthill on the A51 will continue to be examined in conjunction with Staffordshire County Council. The County Council will continue to work in partnership with other bodies to improve access to large sporting events at The Belfry.

Coleshill/Hams Hall

To reduce the need for road travel into Birmingham and the West Midlands conurbation, the West Midlands Regional Transport Strategy recognised the need for a strategic rail-served Park and Ride site in the Northern Warwickshire area. The current preferred option is to pursue an expansion of Coleshill Parkway in the future to ensure minimum disruption to local roads.

The County Council will consider the need for the introduction of a management strategy for Heavy Commercial Vehicle parking in the Hams Hall area. This may include the provision of dedicated parking areas and traffic management measures to prevent heavy vehicles accessing and parking in residential areas.

The County Council will keep under review the need for an improvement to Station Road North, as the main access to Coleshill Parkway from the town centre.

B4114/B4117 Junction

The County Council will consider the feasibility of improving the B4114/B4117 Green Man junction in Coleshill town centre, in order to improve safety and reduce congestion at peak times of the day. Any improvement will not be considered until monitoring of the impact of the M6 Toll on local roads in the Coleshill area has been completed.

A51 Dosthill Bypass

The County Council, in conjunction with North Warwickshire Borough Council, Tamworth Borough Council and Staffordshire County Council, will keep under review the need for, and benefits of, a bypass of Dosthill on the A51.

Freight

The County Council has established a freight quality partnership with hauliers and has identified routes that should be used for freight movements passing through the area. The Hams Hall International Freight Terminal continues to grow and as such acts as a railhead for containerised freight from a wide area. The opening of the Birch Coppice Industrial Area, although rail served, has added pressure on the road network from freight movements.

Motorways and Trunk Roads

The trunk road and motorway network is relatively extensive in this part of the County. The M6, M6 Toll, M42 and A5 are major through corridors that also serve local needs. Equally, they also present a barrier to other local traffic and separate some communities from much needed facilities. The M6 Toll Road is having a positive effect on the distribution of local traffic in the Coleshill area, however, more needs to be done to encourage use of the link between M6 and M6 Toll Road for traffic to Hams Hall. Linked to the opening of the M6 Toll, the A446 between Packington Crossroads and Bassett's

Pole and the A38 between Minworth and Bassett's Pole are proposed to be de-trunked in the near future by the Highways Agency. The County Council supports these proposals; subject to an agreement being reached with the Highways Agency over the levels of funding that will be available for their ongoing maintenance and improvement.

M1 to Birmingham Route Management Strategy

The M1 to Birmingham Route Management Strategy covered five key routes, including the A5 from M1 Junction 18 to Weeford Island (A5/A38) near Lichfield. The draft RMS was produced by the Highways Agency in 2002, and the final version has now been published.

The main element identified for the A5 in the short-term was a review of its function as an appropriate route for abnormal loads.

Major improvements to the A5 in the longer term such as increasing capacity by widening to dual-two land carriageway between the M42 and M69, and solutions to bottlenecks at the M69 and A47 Longshoot were identified as possibilities (subject to further study) during the development of the RMS. However, it will be necessary for a long-term strategy for the A5 to be developed in due course, which may or may not identify the need for major improvements along the Warwickshire/Leicestershire section of the route.

The County Council will be happy to work with the Highways Agency to identify a long-term strategy for the A5.

3 Part 3 - The Area Strategies

Nuneaton and Bedworth Urban Area

Introduction

This section of the Local Transport Plan covers the area shown in the northern half of Figure 3.2, which includes the towns of Nuneaton and Bedworth, outlying settlements including Bulkington and the surrounding rural hinterland. The area is similar to the administrative boundary of Nuneaton and Bedworth Borough, and forms the northern end of the North/South Corridor. The strategic transport needs of this corridor are covered in the North/South Corridor chapter.

This part of Warwickshire has strong links with a number of towns and cities located outside the County, including Hinckley and Coventry. Strong travel demand also exists towards Leicester, Solihull and Birmingham. In developing the proposals for this part of Warwickshire, the County Council has worked in close partnership with Coventry City Council, Leicestershire County Council and Solihull Metropolitan Borough Council in order to be compatible with their LTP proposals.

The Shared Priorites in Nuneaton and Bedworth

While all four Shared Priorities are reflected in the plans for the Nuneaton and Bedworth urban area, the key local priorities focus on measures to improve accessibility and reduce congestion. The key priority is provision of improved public transport in the North/South Corridor to provide access to key development and regeneration sites within the area, and the Nuneaton - Coventry Regeneration Zone. This is supported by implementation of transport measures to support the master plan proposals for Nuneaton and Bedworth town centres. A presumption to improve road safety underlies all relevant local priorities, schemes and initiatives. Similarly, there is a fundamental intention to prevent deterioration of air quality across the area.

The Overall Context

Population

The resident population of Nuneaton and Bedworth Borough as measured in the 2001 Census was 119,132. The Borough had a significantly slower rate of population growth than the average for England and Wales between 1991 and 2001 with a 1.4% growth, compared to 2.5% growth for England and Wales. The Borough has a slightly younger population than the Warwickshire average, with 37.4% of the population under 30. There has been a considerable increase in the elderly (75-84) and very elderly (85+) age groups since 1991, with these age groups increasing by 24% and 42% respectively.

Nuneaton and Bedworth performs relatively poorly on the new Census health indicators. 19.1% of the population has a limiting long-term illness (11th of 34 West Midlands local authorities) and 9.7% class their health as 'not good' (10th regionally). Linked to this is a higher than national average of the working age population who are permanently sick or disabled (6.2%).

Socio-Economic Issues

In socio-economic terms the Borough performs below average for the County. Mean income is the lowest of the Districts and Boroughs and includes a larger proportion of low-income households (i.e. those earning less than £10,000 per annum). However the Borough has experienced improvements in its performance relative to the County, with Nuneaton and Bedworth seeing the largest increase in mean income in the County since 1988, from £19,800 to £25,700.

Car ownership in Nuneaton and Bedworth is the lowest in the County, with nearly a quarter of households (24.1%) having no access to a car or van. The Borough average however, disguises significant variations in car ownership levels between wards. In wards such as Wem Brook, Abbey, Bede and Camp Hill, car ownership levels are significantly lower than the average, with over a third of households having no access to a car. In contrast, nearly all households in Whitestone, Galley Common and St Nicholas wards have access to a car, with only between 6% and 9% not having access.

As measured by the Index of Multiple Deprivation, the County has 37 areas (at the Super Output Area level) that fall within the 30% worst deprived in England. The majority of these are within Nuneaton and Bedworth Borough. Two Super Output Areas (SOAs) – within Bar Pool ward and Camp Hill ward - feature in the worst 10% of the SOAs in England. An additional 11 SOAs are within the worst 20% nationally and a further 13 are within the worst 30%.

Nuneaton and Bedworth Borough has the highest unemployment rate across the County at 2.6%. However this remains favourable when compared to the national rate of unemployment at 3.7%. Along with other parts of the County, the Borough has enjoyed falling unemployment rates over recent years. However there are some signs now that the claimant count is starting to rise in some District/Boroughs, increasing most in Nuneaton and Bedworth and Rugby over the past twelve months.

In recognition of the socio-economic needs of the community, a large part of the Borough has been designated within the Coventry to Nuneaton Regeneration Zone. This is one of six areas designated by the Regional Development Agency in the West Midlands to connect communities in need with opportunity.

The Environment

Although much of this part of the County is of an urban nature, the immediate hinterland of the two main towns is made up of high quality agricultural land. The west of the area enjoys a similar undulating topography as Northern Warwickshire, and the quality of the landscape is both varied and interesting. The area is also home to a number of historic properties, including Arbury Hall, and is crossed by the Coventry Canal.

Picture 3.3 Maple Park Footbridge

Travel Patterns

Road Traffic Growth

Over the last 10 years traffic levels in the Nuneaton urban area, as recorded by outer cordon traffic surveys, have increased by 13%. This is higher than average increases across the County as whole, which is 11.9%.

Figure 3.6 Nuneaton - Traffic Growth - 1995 to 2005

The high proportion of out-migration for employment by Borough residents partly explains this. The County and Borough Councils will be looking to slow the growth in vehicular traffic over coming years through a combination of the implementation of the strategies in this LTP to encourage alternative modes to the car and, through implementation of wider regeneration strategies for Nuneaton, securing additional and more diverse employment opportunities within the Borough to reduce the level of out-migration for employment.

In contrast to Nuneaton, traffic levels in Bedworth have declined slightly over the last 10 years.

3 Part 3 - The Area Strategies

Bedworth - Traffic Growth
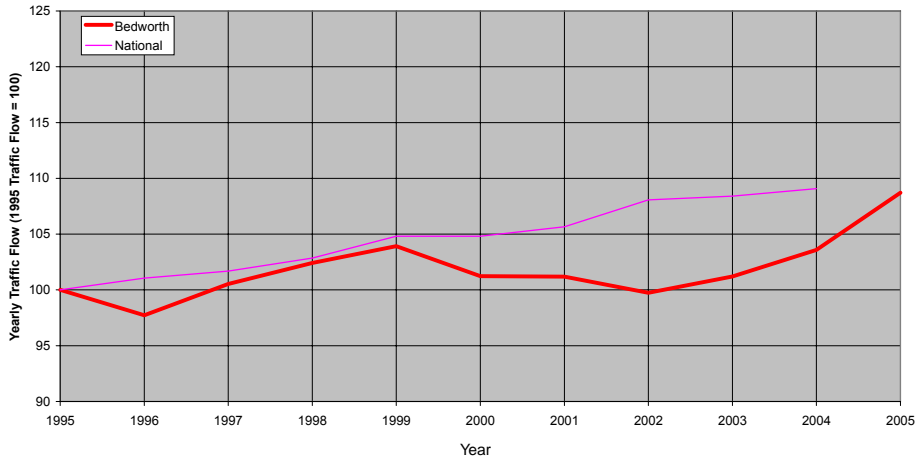
Figure 3.7 Bedworth - Traffic Growth - 1995 to 2005

Modal Split

Table 3.4 shows a summary of modal split for the journey to work. Travel by car is the main mode of transport in the Borough for journeys to work. The proportion of people driving to work is approximately the same as the County average. However, the Borough has a greater proportion of residents travelling to work as a car passenger than the County average (9% compared to County average of 6.9%).

Bus use within the Borough is higher than the County average (5.2% compared to 3.4%), with Bedworth having the highest levels of bus use for journeys to work at 7.3%. This compares to 4.1% for Nuneaton. Travel to work by train is lower than the County average (0.6% compared to 1.3% for the County) and there is a lower proportion of people working at home than the County average (6.9% compared to 9.7%).

Nuneaton and Bedworth Borough – Journey to Work Modal Split (Source: 2001 Census)					
	Car	Bus	Train	Bicycle	Walk
Nuneaton and Bedworth Borough	64.4%	5.2%	0.6%	2.8%	9.3%
Nuneaton Area	65.2%	4.1%	0.7%	2.7%	9.6%
Bedworth Area	62.8%	7.3%	0.4%	2.8%	8.8%
Warwickshire	64.3%	3.4%	1.3%	2.9%	9.7%

Table 3.4 Modes used for the journey to work

Travel to work characteristics vary significantly between wards in the Borough. For example:

- Twice as many people in Abbey and Wem Brook travel to work by foot than the County average. However, walking to work for residents in wards such as Heath, Kingswood, Whitestone, Galley Common and Bulkington is much lower than the County average.
- Residents in Bede, Camp Hill, Exhall, Kingswood, Poplar, Slough and Heath are two to three times more likely to travel to work by bus than the County average. In contrast, Whitestone, St Nicholas and Weddington wards are significantly below the County average for bus travel.

Table 3.5 shows a summary of modal split for the journey to school. Recent years have shown an increase the proportion of children travelling to school by car, in line with national trends.

Nuneaton and Bedworth Borough – Journey to School Modal Split (Source: WCC)				
	Car	Public Transport	Bicycle	Walk
Nuneaton and Bedworth Borough	36%	5%	3%	56%
Warwickshire	37%	15%	4%	43%
UK	30%	14%	1%	46%

Table 3.5 Modes used for the journey to school

The school run has a significant influence on traffic levels in the urban areas and contributes to increased congestion and unreliable journeys; typically 20% of vehicles on the road between 8.30am and 9.00am are attributed to school journeys.

Picture 3.4 Nuneaton Ring Road

Transport Problems and Opportunities

A Fairer, More Inclusive and Accessible Transport System

Ensuring that good transport links are available to enable people to easily reach a wide range of key services and facilities is particularly important given the low car ownership levels in some areas of the Borough, the growing percentage of elderly population and the rural catchment within this part of the County. This will be achieved through a combination of promoting better public transport, improving facilities for walking, cycling, powered two wheelers and improved traffic management.

In promoting better public transport, there is a need to ensure that the network adapts to changing land use patterns within the Borough, including responding to the growth of employment and leisure opportunities on out-of-town sites which afford good access to the strategic road network but that historically have not been well served by public transport. This issue was highlighted in a recent Citizens' Panel Survey (Warwickshire County Council, April 2004), with Nuneaton and Bedworth respondents identifying 'More convenient through routes to destinations' as the most influential factor in encouraging greater use of public transport.

Opportunities to improve transport and movement to the key town centres within the area will be sought over the plan period. The emerging master plan for Nuneaton and Bedworth town centres has identified a number of access improvements to support the regeneration of the two towns. These include improved linkages for pedestrians and cyclists, enhancement of public transport interchange facilities and rationalisation of car parking in conjunction with future town centre developments. Ensuring that sufficient short-stay parking is available at a cost and convenience to attract local residents to Nuneaton and Bedworth town centres is also important to maintain good accessibility.

Within the urban area, the physical alignment of transport infrastructure reduces accessibility by restricting movement in certain locations. For example, the alignment of rail and canal corridors and main highway routes (including the ring road) can result in lengthy detours to access local services and facilities, deterring travel on foot or by bicycle. Opportunities to reduce this severance effect by providing new or enhanced crossing points will be explored.

3 Part 3 - The Area Strategies

A lack of convenient public transport services in rural parts of the area continues to be identified as an issue for Borough residents. Opportunities to improve travel choice for rural communities will be explored, including developing more flexible public transport services.

A Full Employment and a Strong, Sustainable Economy

Within the Borough there are a number of locations where road capacity and the pattern of road use result in slow and unreliable journeys, especially during peak hours. The majority (60 per cent) of respondents in the recent Citizens' Panel Survey considered 'Congestion on the road network in the main urban areas' as a major problem in Nuneaton and Bedworth.

Congestion can be harmful to the economy, with a significant amount of time being lost due to employees or goods that are caught in traffic. Although a countywide problem, measures to address increasing levels of congestion within the Borough are particularly important because of the emphasis in the Regeneration Zone of bringing forward development opportunities and growing a competitive, business and employment base as a catalyst for regeneration. Increasing congestion could act as a significant deterrent to new business investment.

Ensuring ease of access to the town centres of Nuneaton and Bedworth (and indeed the whole of the North/South Corridor) by all modes is essential to long-term economic vitality and viability. Factors such as the nature, location and quantity of parking provision in the town, as well as barriers to pedestrian and cycle movement and limited public transport provision can all adversely affect ease of access. Opportunities to improve access have been developed over the life of the 2000 LTP. For example, Phases 1 & 2 of the Nuneaton Development Project has provided new cycle and pedestrian facilities around the southern and eastern section of the ring road, together with junction improvements at Queens Road. Further opportunities to ensure ease of access will be taken forward during the life of this Local Transport Plan.

Finally, to help maintain and increase employment levels, there is a need to ensure good transport links to existing and potential employment sites to maximise opportunities for Borough residents. In the west and north of the Borough the availability of employment sites is limited and those sites that do exist have restricted access due to vehicles having to travel via the town centre. The possibility of improving road connections to support new employment development will be explored. In addition, to maximise opportunities for employment, the enhancement of transport connections (particularly rail connections) to link areas in the north and west of Nuneaton to employment sites in North Warwickshire and Birmingham will be pursued. Similarly, opportunities exist to improve transport links along the North/South Corridor between Nuneaton and Leamington Spa, opening up opportunities for jobs as part of the development of the regeneration corridor and to the new Coventry Arena site.

A Reduction of Transport Impact on the Environment

The higher than average growth in traffic levels in Nuneaton and resulting congestion at certain locations has led to a worsening of environmental conditions in the town centre. Detailed air quality monitoring carried out in recent years has shown that there are predicted exceedances of nitrogen dioxide in the Leicester Road gyratory area and the Borough is currently considering whether to declare an Air Quality Management Area in response to this. The implementation of measures in this LTP will be the principal means of helping to achieve the air quality objectives and we will engage with Nuneaton and Bedworth Borough Council in developing LTP proposals aimed at improving air quality.

A detailed air quality assessment has also been carried out in the Longford Road area close to the M6 in response to findings that suggested that nitrogen dioxide levels were being marginally exceeded. A review of monitoring results has since shown that the exceedance is unlikely to be met. The Borough will continue to monitor this area closely to ensure that the air quality does not worsen further and slip below national objectives.

The dominance of traffic along main roads supporting a mix of uses can conflict with places where people shop, socialise, live and work, resulting in a reduced quality of life and safety concerns. Such conflicts occur in several locations within the Borough, including Bedworth town centre and the local centres of Queens Road and Abbey Green in Nuneaton. Similarly, the location of several older industrial areas located close to residential areas can lead to a reduced quality of life for local people due to high volumes of heavy goods vehicles on unsuitable roads. Measures to reduce such conflicts will be explored, including introducing access restrictions for HGVs and reviewing signing for vehicles to encourage access via more suitable routes.

Proposals to introduce Decriminalised Parking Enforcement (DPE) will improve the quality of life for many residents, particularly those living close to the town centres who are affected by inappropriate and illegal shopper and commuter parking.

Part 3 - The Area Strategies 3

To Improve the Safety and Security of People when they are using the Transport System

In 2004, there were 368 road casualties in Nuneaton and Bedworth Borough, with:

- 49 killed or seriously injured; and
- 319 slightly injured.

Continued improvements in road safety form an important part of the transport strategy for the Borough. This includes tackling the problem of the significantly higher incidence of road casualties in disadvantaged communities in West Nuneaton (including Camp Hill ward which is one of the 10% most deprived wards in the UK). A Child Casualty Task Group has been formed to progress this area of work.

Crime and fear of crime can deter walking, cycling and the use of public transport. Similarly, the perceived safety and security of parking may deter people from travelling by car to certain destinations. We will address problems of crime and safety in and around transport through initiatives such as CCTV cameras on buses, improved waiting and interchange facilities and enhanced staff presence. In addition, we will seek to minimise the effects of crime in car parks and will look for crime reduction measures in the design of new car parks.

Integration of Transport

Opportunities for the physical integration of transport within and between modes are most prevalent within the urban areas of Nuneaton and Bedworth, particularly at Nuneaton Bus Station, on Mill Street in Bedworth, and at Nuneaton and Bedworth railway stations. Improvements to Nuneaton Bus Station form part of the third phase of the Nuneaton Development Project.

The Borough Council and the County Council work closely together in terms of integrating their policies and plans, not least in terms of land use and transportation planning. The two authorities are currently working together in relation to a number of significant developments within the urban areas of the Borough, including the preparation of a master plan for the two town centres.

The Strategy

General

The countywide strategy set out in Part 2 of this LTP will be implemented in this area by:

- A continued focus on improving facilities for pedestrians, cyclists and motorcyclists, particularly within the urban areas of Nuneaton and Bedworth;
- Continuing the implementation of the Safer Routes to School initiative, both in the urban and rural areas;
- Promoting better public transport services (bus, rail and community transport), both in urban and rural areas of the Borough, including a 'step change' in the quality of public transport in the North/South Corridor;
- Improving facilities for transport interchange at the railway stations and bus station/main bus thoroughfares in Nuneaton and Bedworth;
- Exploring the provision of new transport interchanges, including rail stations and the provision of Park and Ride facilities;
- Improving the management and condition of the transport asset of the area, giving priority to traffic management in the centres of Nuneaton and Bedworth and measures to minimise the impact of through traffic on the Borough;
- Continued maintenance of the highway network, including bridges;
- Integrating land development proposals with accessibility improvements;
- Securing the provision of travel plans in relation to major new development, and encouraging existing large trip generators to adopt their own travel plans;
- Controlling and managing car parking provision, and giving a high priority to improving the enforcement of parking regulations;
- Promoting alternatives to the use of the private car; and
- Promoting road safety, and implementing casualty reduction schemes in corridors and at specific locations where known problem exist.

The remainder of this chapter sets out the key proposals that are likely to come forward in Nuneaton and Bedworth during the lifetime of this LTP. The implementation of measures to assist in the regeneration of the area, including the town centres, remains one of the key priorities for the Local Transport Plan. The key proposals are illustrated in Figures 3.8 and 3.9.

Nuneaton Urban Area - Key Proposals

Note:
Shows only those proposals that are site specific.
Area-wide and corridor measures are not shown
but are described in the relevant area sections.

Key
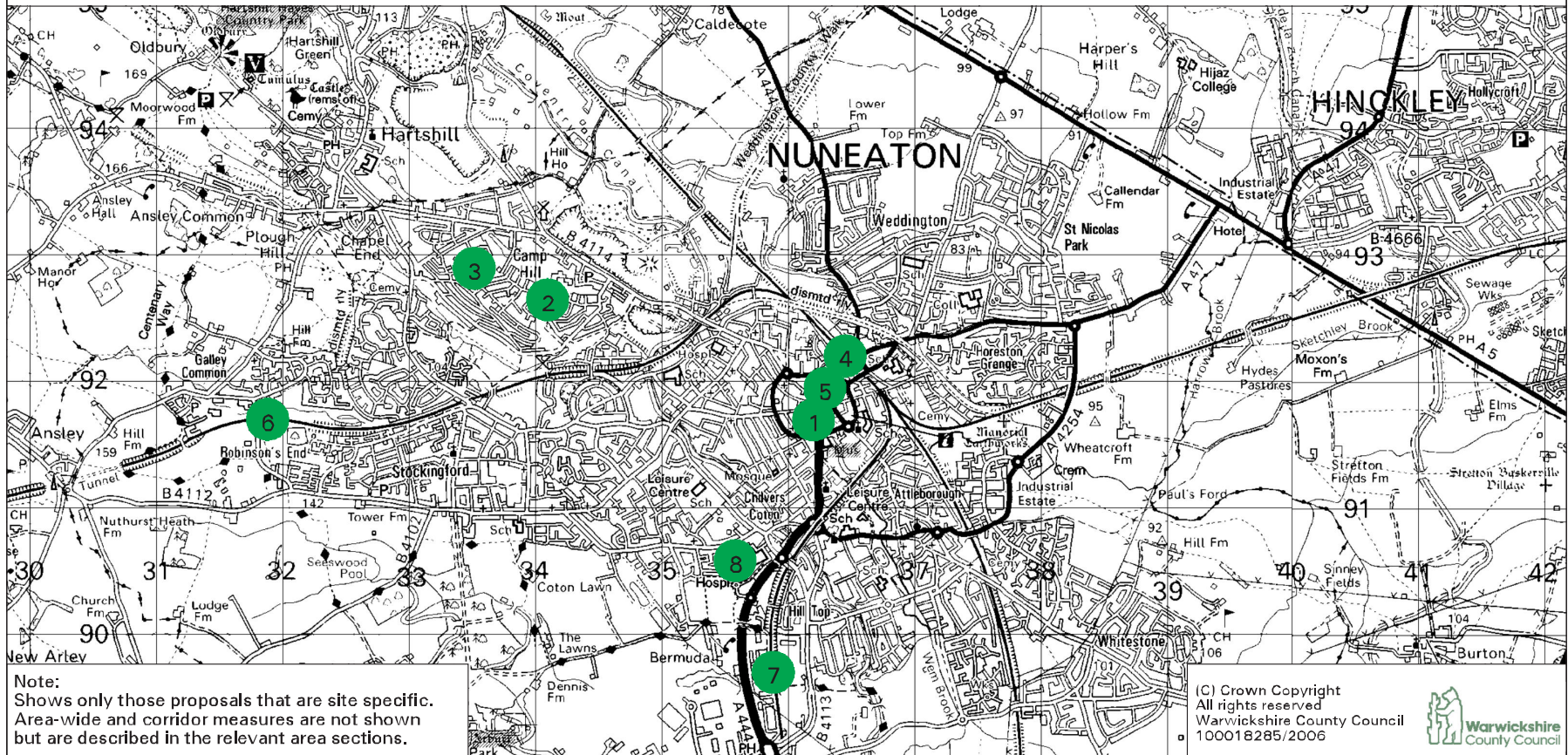
1 Master Plan Proposals

2 Casualty Reduction, West Nuneaton

3 Camp Hill Regeneration

4 Nuneaton Railway Station Access Improvements

5 Nuneaton Bus Station improvements / bus bridge

6 Galley Common / Kingswood Road Station

7 Bermuda Station

8 George Eliot Hospital

Figure 3.8 KeyProposals in the Nuneaton Urban Area
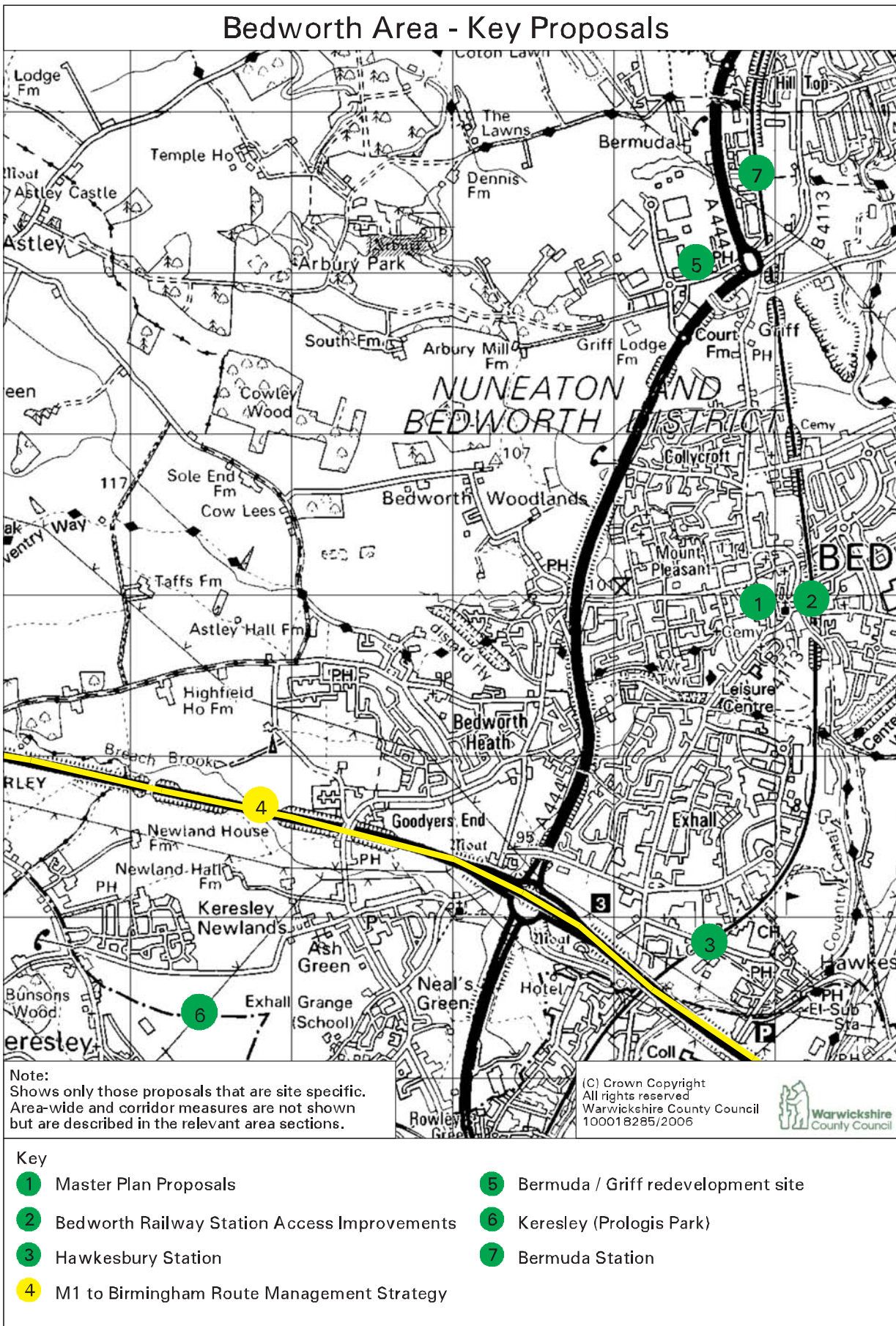
Figure 3.9 Key Proposals in the Bedworth Urban Area

3 Part 3 - The Area Strategies

A Master Plan for Nuneaton and Bedworth Town Centres

Warwickshire County Council and Nuneaton and Bedworth Borough Council commissioned consultants in August 2003 to prepare a master plan for Nuneaton and Bedworth town centres, helping to promote, guide and maximise the future development and regeneration potential of the town centres and build upon existing initiatives. As well as including proposals for new development, the master plan considered proposals for transport improvements and enhancements to local streets and public spaces. To ensure ease of access to the town centres, the following measures are proposed:

- Improving pedestrian and cycle linkages to town centres;
- Improving links between the railway and bus station in Nuneaton;
- Improving links between the railway and town centre in Bedworth;
- Rationalising parking within the town centres; and
- Provision of a bus-only bridge across the River Anker to improve access at Nuneaton Bus Station.

In addition, to assist in the redevelopment of town centre sites, the following proposals are being considered:

Reconfiguration of Nuneaton bus station

The existing bus station is well located between the town centre and the railway station. A reconfiguration of the layout of the bus bays would reduce the area taken by the bus station, whilst allowing for potential growth of services. The proposed bus bridge (see below) allows greater flexibility in redesigning the bus station layout. New uses could then be introduced on the remainder of the site. The layout and orientation of any new development would be designed to strengthen the physical and visual link between the bus station and rail station.

Vehicular restrictions along Mill Street, Bedworth

To assist connectivity between the town centre and redevelopment proposals outlined in the emerging master plan to the north of Mill Street, vehicular restrictions are proposed to be introduced on the section of Mill Street and Leicester Street between their junctions with George Street Ringway. The proposal includes removal of through traffic, except for buses, to create a more pedestrian friendly environment by reducing the width of the carriageway, improving the bus stop facilities, increasing the width of the footways and enhancing the paving materials, tree planting, seating and lighting.

The proposal would necessitate the re-routing of through traffic via George Street Ringway to create a two-lane road, with junction improvements at Leicester Road and Mill Street. Any works required to the Ringway will be considered in tandem with the access requirements for the redeveloped site. Consideration will also be given to reducing the amount of through traffic, including the contribution of access improvements onto the A444 to reducing the amount of northbound traffic routing via the town centre.

The master plan proposals for both town centres are shown in Figures 3.10 and 3.11.

NUNEATON FRAMEWORK
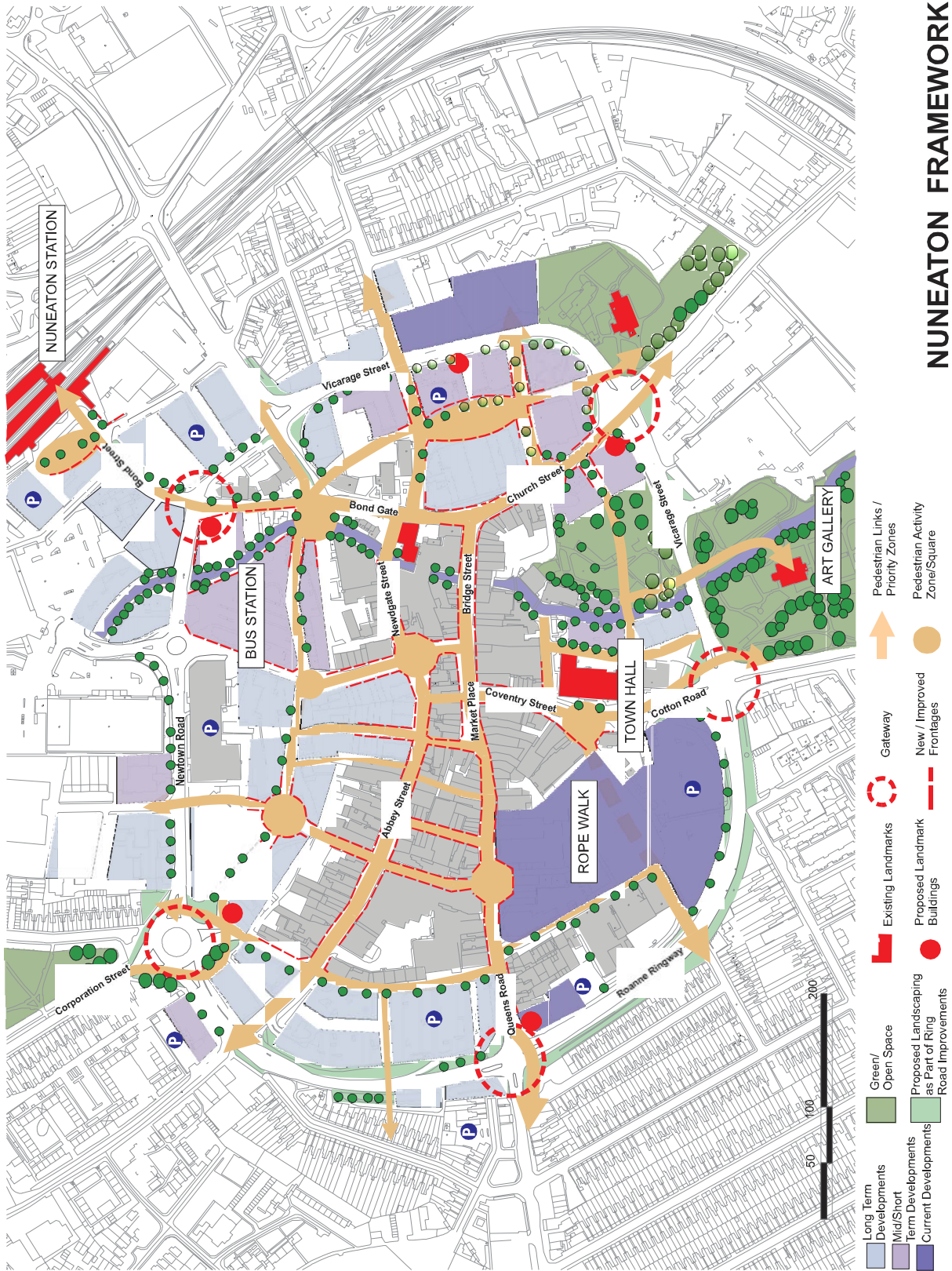
Figure 3.10 Nuneaton Master Plan proposals

Long Term developments

Short to Medium Term Developments

Existing Landmarks

Proposed Landmark Buildings

Gateway Feature

New / Improved Frontages

Pedestrian Activity Zone/Square

Pedestrian Links / Priority Zones

Extended Market

Possible Rapid Transit Link

Two-Way Traffic

Tesco

Mill Street

George Street Ringway

Leicester Street

Almshouses

Market

High Street

Rye Piece Ringway

King Street

Railway Station

Civic Hall

Bedworth Cemetery

Miners' Welfare Park

To Coventry / Coventry Road

Bedworth Leisure Centre

50 100 200

BEDWORTH FRAMEWORK

Figure 3.11 Bedworth Master Plan proposals

Air Quality

In accordance with the Air Quality Strategy, we will continue to work with Nuneaton and Bedworth Borough Council to monitor and develop specific action plans to address the possible designation of an Air Quality Management Area (AQMA) in Nuneaton town centre, including exploration of the potential for incorporating measures to monitor air quality and limit traffic flow if appropriate.

Safety

To improve the safety of people while travelling we will:

- Pursue the introduction of road safety measures designed to tackle specific accident hot spots/routes, including tackling the problem of the significantly higher incidence of road casualties in disadvantaged communities in West Nuneaton.
- Promote high quality secure parking in town centres; and
- Enhance the real and perceived safety of bus travel by introducing on-vehicle CCTV in future Quality Bus Initiative (QBI) schemes and encouraging bus operators to specify on-vehicle CCTV or other appropriate safety measures on new orders of vehicles.

Public Transport Improvements

A 'Step Change' in Public Transport

The need for a 'step change' in public transport in the North/South Corridor is discussed in more detail in the North/South Corridor chapter.

Buses

In line with the Bus Strategy, the County Council will work with the bus operator Stagecoach in Warwickshire to develop further Quality Bus Corridors (QBCs). The QBC concept has proved successful during the first LTP in increasing patronage on key bus routes. The concept combines bus stop infrastructure and information provision upgrades by the County Council as highway authority, with improved vehicle and frequency enhancements provided by the operator.

The following routes will be upgraded to QBC in the short/medium term:

- Grove Farm – Stockingford – Nuneaton;
- Atherstone – Hartshill – Nuneaton;
- Long Shoot – Nuneaton;
- Nuneaton – Attleborough – Red Deeps – George Eliot Hospital; and
- Bedworth – Bulkington – Nuneaton.

In addition, the Arley/Birchley Heath to Nuneaton route is proposed to be upgraded as part of the Quality Bus Initiative (QBI). The QBI concept seeks to increase the number of low-floor buses on high demand tendered bus services.

To help improve bus service reliability and punctuality, we will develop traffic management and on-highway priority measures. In the short-term this includes:

- Bedworth bus lane upgrade;
- Nuneaton bus bridge – this is a new bus-only bridge across the River Anker from the bus station to the Bond Gate/Bond Street corner. The bridge will give buses direct access in and out of Nuneaton bus station, thereby avoiding a major area of congestion in the town centre. Construction of the bus bridge will also allow greater flexibility in any plans to rationalise the bus station site as part of wider town centre development proposals; and
- Development of 'intelligent' traffic management systems and priority measures consistent with the Intelligent Transport Systems Strategy.

Proposals to enhance facilities at bus stops and public transport interchanges, consistent with the aims set out in the Public Transport Interchange Strategy, include:

- Improved interchange at Nuneaton Rail station with bus services, walking and cycling;
- Improvements at Nuneaton bus station in conjunction with redevelopment proposals for the site;
- Improvements to the main bus thoroughfare in Bedworth along Mill Street; and
- Provision of Bus Information Points (BIPs) in Nuneaton and Bedworth town centres.

3 Part 3 - The Area Strategies

Rail

The rail stations in Nuneaton and Bedworth town centres provide access to the regional and national rail network. Despite relatively good rail connections, rail use within the Borough is the lowest in the County, accounting for only 0.6% of journeys to work. Low levels of rail use can be attributed to a number to factors, including:

- Limited service operation, especially for Bedworth;
- No intermediate stations within the urban area which restricts the opportunity of using rail to access local services and facilities and necessitates a journey to the town centre to connect with rail services;
- Poor connectivity between rail stations and town centres in both Nuneaton and Bedworth; and
- Poor arrival facilities at both stations.

The existing heavy rail service between Coventry and Nuneaton was recently replaced on a temporary basis by buses, although these were reinstated in June 2005. Due to track constraints at Nuneaton, the service now operates as a shuttle service only, serving Nuneaton, Bedworth and Coventry. Previously, through trains from the East Midlands operated. Reinstatement of this service would require track works at Nuneaton, including the provision of a dive-under facility at the south end of the station to remove at-grade movements of train services to/from the Leicester line.

In line with the Passenger Rail Strategy, we will seek to provide new stations on the rail network, including strategic Park and Ride/parkway stations, where they provide significant transport and other benefits. Within the Borough this includes, in the medium term:

- Galley Common/Kingswood Road area;
- Bermuda; and
- Hawkesbury area.

In the short to medium term, and in conjunction with proposals in the master plan for Nuneaton and Bedworth town centres, we will seek to provide better links between Nuneaton rail/bus stations and the town centre and Bedworth rail station and the town centre. We will also seek to improve arrival and waiting facilities at Nuneaton and Bedworth rail stations.

To support the provision of employment sites in west Nuneaton, we will investigate the scope for rail freight access to and from the Judkins Quarry site, possibly as part of the upgrading of the West Midlands to Felixstowe freight route via Nuneaton.

Community Transport

Enhanced facilities for community transport passengers will be provided at Nuneaton and Bedworth Rail Stations consistent with the aims set out in the Public Transport Interchange Strategy. Enhanced facilities and information will also be provided where appropriate at all new Bus Information Points.

The County Council will investigate demand responsive and flexible services as feeder services into key transport corridors and existing/future Quality Bus Corridors.

In line with the Community Transport Strategy, the County Council will promote the mainstreaming of community transport services in order to sustain established community transport initiatives. This includes the countywide 'Wheels to Work' moped loan scheme.

Taxis and Private Hire Vehicles

Enhanced facilities for taxis and private hire vehicles will be provided at Nuneaton and Bedworth Rail Stations and other key interchanges consistent with the aims set out in the Public Transport Interchange Strategy.

The County Council will develop taxibus services to meet specific demand in the County where conventional public transport is neither operationally or economically appropriate. This could include developing a taxibus service in Nuneaton to act as a demand responsive feeder to rail services.

Improvements for Walking and Cycling

Walking

A number of improvements to the pedestrian environment have been delivered through the lifetime of the first LTP. This includes enhanced pedestrian crossing facilities around Nuneaton's ring road and an extension of the pedestrian priority area in the main shopping area of the town. The master plan for Nuneaton and Bedworth town centres has identified additional improvements to the pedestrian environment and quality of public space. These include:

- Further enhancements to the north and south west of Nuneaton town centre (proposed as part of Phase 3 of the Nuneaton Development Project);
- A new north-south pedestrian priority route between Bond Street and Corporation-street;
- An improved pedestrian environment along Spitalfields with enhanced connections to the Miners' Welfare Park.
- An improved pedestrian link from Nuneaton train station to the town centre;
- An improved pedestrian link from Bedworth train station to the town centre;
- An improved pedestrian environment in the town centres, including:

    o Reducing the penetration of vehicles through the existing pedestrianised areas in Nuneaton; and

    o Improved pedestrian priority in Mill Street/Leicester Street, Bedworth as part of the comprehensive redevelopment proposals emerging from the town centre master plan;

In addition to improving access to and within town centres, pedestrian improvements will be focused on links to key services and facilities. The prioritisation of improvements will be informed by the new local accessibility audits as part of the Accessibility Planning agenda. The broad principle is to identify key walking routes to local centres, employment areas, schools and public transport interchanges and the barriers to walking along these routes, including severance, safety and security issues. With limited resources for implementing physical improvements, the focus is likely to be on addressing severance issues, identifying any low cost improvements to these key routes and attracting complementary funding from maintenance, street lighting and Safer Routes to School programmes.

Picture 3.5 Nuneaton pedestrian area

Cycling

A number of improvements to encourage cycle use and improve the environment for cyclists have been implemented over the life of the first LTP. This includes dedicated cycle routes such as the Wem Book Trail and canal towpath route, improved safety for cyclists at junctions through provision of Advanced Stop Lanes and improved crossing points, including a number on the ring road in Nuneaton.

To progress the implementation of cycle infrastructure, a cycle route network development plan has been produced in consultation with local cyclists. This identifies key routes between residential areas and trip generators such as schools, employment areas, town centres, public transport interchanges and leisure centres. A number of priority routes have been identified which we intend to implement within this LTP period and preparatory work on the feasibility of these routes is underway. The schemes include:

- Attleborough – George Eliot Hospital – Bermuda
- Hartshill - Camp Hill - town centre

In addition we are working with Sustrans to complete NCN52 through Nuneaton and Bedworth.

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To maximise available funding for cycle infrastructure schemes we will link in with other LTP programmes (e.g. Safer Routes to School) and partnership initiatives as well as seeking to attract funding arising from new development.

We will complement the provision of cycle infrastructure by:

- Ensuring that cycle parking continues to meet demand, including assessing the need for long-stay cycle parking facilities at key transport interchanges;
- Working with major employers in the Borough to improve cycle facilities (e.g. secure cycle parking/changing facilities) at key employment destinations; and
- Actively promoting and marketing cycling to encourage more people to cycle for short journeys. Work is already underway on production of town cycle maps for Nuneaton and Bedworth.

Powered Two Wheelers

The provision of motorcycle parking will be reviewed to assess the need to introduce new facilities in Nuneaton and Bedworth town centres and at railway stations.

Safer Routes to School

Opportunities to deliver further Safer Routes to School schemes in this area will be identified during the lifetime of this LTP.

Parking

Parking Provision

There is currently sufficient car parking in the town centres to meet peak period demand. However, utilisation levels vary between car parks and this can lead to a perception of difficulties with car parking. In conjunction with development proposals outlined in the master plan for Nuneaton and Bedworth town centres, the opportunity will be taken to rationalise current (predominantly surface) car parks by provision of high quality multi-storey car parking designed to current best practice guidelines in terms of design and security issues.

Parking management, including decriminalisation

There is an ongoing problem regarding the abuse of parking regulations in the Borough which is having a serious impact on:

- The economic vitality and viability of the town centre;
- The environment of residential areas around the periphery of the town centre;
- Safety on the public highway due to parking occurring in potentially dangerous locations; and
- Bus operations, due to parking occurring in and around bus stops and taxi ranks.

Decriminalised Parking Enforcement (DPE) within the Borough is therefore proposed within the first two years of the LTP to address these issues. In addition, we are currently exploring the expansion of Residents Parking Schemes, particularly in locations likely to be affected by displacement of commuter and shopper vehicles following greater enforcement under DPE.

To ensure ease of access to car parks, the signage and access strategy to off-street parking facilities will be reviewed and the implementation of Variable Message Signing (VMS) to inform driver routing and choices will be investigated. This would be of particular benefit in Nuneaton by reducing circulatory traffic using the ring road whilst searching for spaces.

Park and Ride

The new rail proposals outlined earlier in this section offer the potential to explore the provision of Park and Ride in the medium term. Possible locations include:

- Galley Common/Kingswood Road area;
- Bermuda; and
- Hawkesbury area.

In addition, we will explore the provision of Park and Ride to cater for the high two-way demand for travel movements between the town centre and business/industrial/leisure sites on the southern edge of Nuneaton.

Highway Improvements and Traffic Management Measures – County Roads

A444/Newtown Road Improvement

The County Council will investigate the feasibility of providing a revised junction at A444/Newtown Road to cater for all direction movements. This would be particularly beneficial in diverting through traffic away from Bedworth town centre, in accordance with the aims and objectives of the town centre master plan, in particular redevelopment proposals in the vicinity of Mill Street/George Street Ringway.

Traffic Management Improvements

We will pursue the development of SCOOT and UTMC based measures to control traffic flow and limit growth in congestion, whilst also providing priority for pedestrians, cyclists and public transport services. In addition, we will explore the possibility of introducing individualised marketing techniques, focusing on peak hour movements within the Borough.

Freight

Following the implementation of DPE, we will review the existing loading restrictions to ensure the enforcement of loading bay regulations, with a view to pursuing the implementation of restricted loading periods and access routes in Nuneaton and Bedworth town centres.

We will carry out a review of current signing on arterial routes and, where necessary, implement additional directional signing to business, industry and tourist destinations to ensure traffic is directed along suitable routes. In addition, we will continue working with operators to promote and develop the use of Quality Freight Corridors.

To support the provision of employment sites in west Nuneaton, we will investigate the scope for rail freight access to and from the Judkins Quarry site, possibly as part of the upgrading of West Midlands to Felixstowe freight route via Nuneaton.

Motorways and Trunk Roads

M6 Junctions 2 - 3

Issues in relation to this section of the M6 north of Coventry are covered in the North/South Corridor.

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Eastern Warwickshire

Introduction

This section of the Local Transport Plan covers the Eastern Warwickshire area shown in Figure 3.12, which includes the urban area of Rugby and the surrounding rural hinterland. The area covered by this section is similar to the administrative boundary of Rugby Borough, however it excludes certain parts of the Borough to the north and west. These are predominantly included within the North/South Corridor chapter.
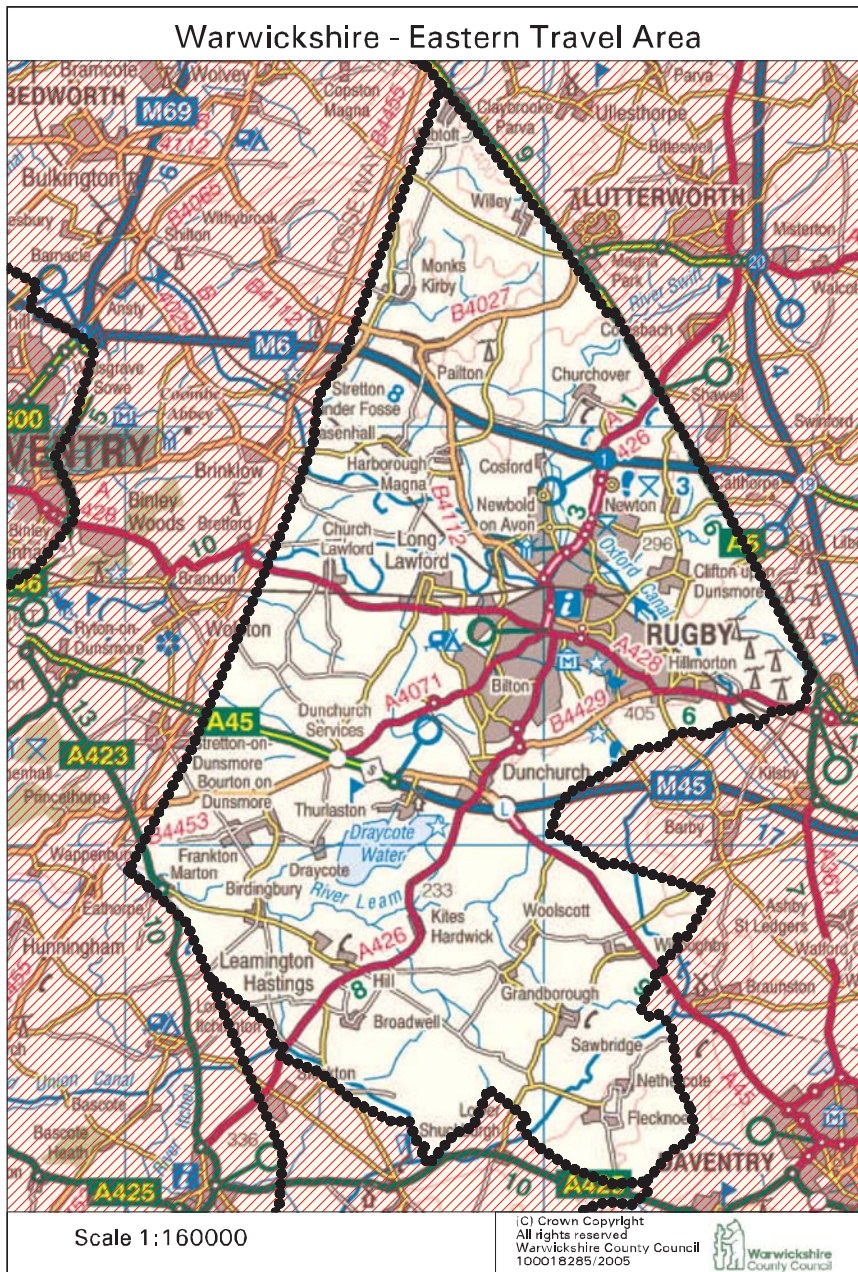
Figure 3.12 Eastern Warwickshire Travel Area

This part of Warwickshire has strong links with a number of towns located outside the County, including Daventry, Banbury, Northampton and Leicester. Strong travel demand also exists towards Coventry and Birmingham. In developing the proposals for this part of Warwickshire, the County Council has worked in close partnership with Northamptonshire County Council, Oxfordshire County Council, Leicestershire County Council and Coventry City Council in order to be compatible with their LTP proposals.

The Shared Priorities in Eastern Warwickshire

While all four Shared Priorities are reflected in the plans for Eastern Warwickshire, the key local priorities focus on improvements to accessibility and congestion in order to support the regeneration and development of Rugby. Foremost is implementation of the Rugby Western Relief Road and revised traffic management arrangements within Rugby town centre. Other measures and improvements to support the existing, committed and future potential expansion of the town, include improved services and facilities for public transport; walking and cycling; enhancements to the local highway network; and an upgrade of the M6 Junction 1 (A426). Also important are the implementation of transport improvements to support the Rugby Business Improvement District and improved interchange facilities at Rugby Railway Station with better links to the town centre.

The Overall Context

Population

The population of the Borough in 2003 was 89,200, up 5.6% since 1971. This is less than half the growth for the County as a whole and the lowest growth of the five District/Boroughs.

Forecasts from the Office for National Statistics suggest that the Borough's population will continue to rise during and beyond the lifetime of this LTP. The impact of these predicted increases, coupled with the continuing change in household structure and composition will provide a significant challenge for the transport system in the area. The focus for the sustainable development of Rugby itself will require investment in all forms of transport, including public transport, pedestrian and cycling facilities, and new highway infrastructure. Enhancements to the existing highway network will also be required to improve the management of the transport asset.

Socio-Economic Issues

The mean household income in Rugby Borough is close to the average in Warwickshire. The Borough as a whole performs well in terms of the Index of Multiple Deprivation, however there are four wards in the Rugby area that fall within the 30% worst deprived wards in England (2004).

Job numbers in the Borough have followed the overall trend across the County. In common with other areas, the number of jobs fell during the early years of the 1990's, however in the last ten years there has been steady sustained growth across the majority of sectors of the local economy. The current unemployment rate in Rugby Borough is 1.6%, which compares to a countywide level of 1.5%.

The economic vitality of Rugby town centre continues to be a major issue for the County Council, the Borough Council and the Town Centre Company. The positive vote in October 2005 that secured the Rugby Business Improvement District (BID) is the first step to securing the long term economic stability which the town needs. The Town Centre Company and the Borough Council are currently in the process of developing proposals for a significant redevelopment of part of the town centre to provide a further shopping area to raise the retail offer of the town.

The Environment

This part of the County has a number of environmental assets, including Draycote Water, the Oxford Canal and the River Avon. The fabric of the town of Rugby includes Rugby School, several historic churches, and a number of attractive parks and gardens.

Road Traffic Growth

Over the last 10 years, traffic growth in the urban area of Rugby has been 16%. This compares with the average for Warwickshire's towns of 11.9%. The area has experienced slightly higher growth than the other main urban areas of the County due to recent housing and employment development within the town at Cawston and Coton respectively. Additional growth in vehicular traffic is expected in the area as further development comes forward, both in terms of allocated and windfall sites. The County and Borough Councils will aim to ameliorate the impact of this growth in vehicular traffic by securing appropriate measures through the land use planning system, and the implementation of the strategies contained within this LTP.

3 Part 3 - The Area Strategies

Rugby - Traffic Growth
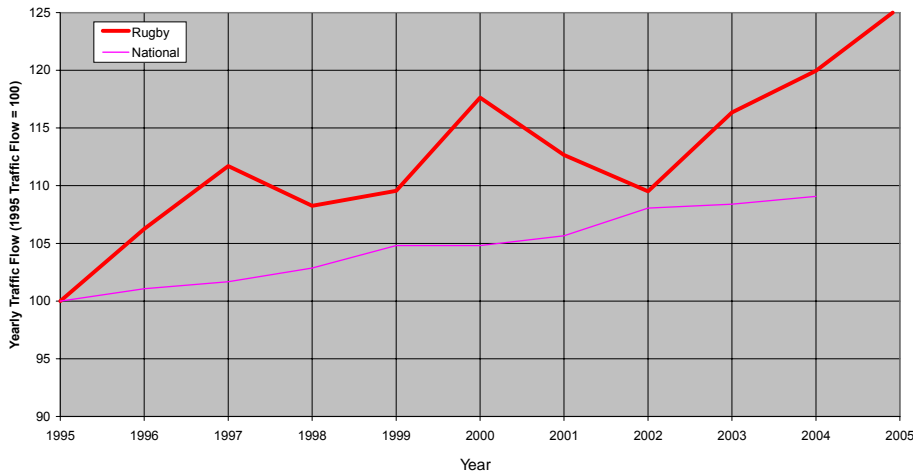
Figure 3.13 Rugby - Traffic Growth 1995 - 2005

Modal Split

Modal split, illustrated by journeys to work in Rugby Borough, is set out in Table 3.6. There is a heavy reliance on the private car, and, to a lesser extent, walking. Use of public transport is relatively low, but has improved over the lifetime of the first LTP. Modal split for the journey to work in the Borough is similar to the picture for the County as a whole. The car remains the dominant form of transport for travelling to and from work.

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

Table 3.6 Modes used for the journey to work

Table 3.7 shows a summary of school travel patterns in the Borough. The modal split for school journeys in the Borough is similar to the modal split in Warwickshire as a whole, with a strong reliance on the car and walking.

Rugby Borough - Journey to School Modal Split (Source: WCC)				
	Car	Public Transport	Bicycle	Walk
Rugby Borough	36%	19%	4%	40%
Warwickshire	37%	15%	4%	43%
UK	30%	14%	1%	46%

Table 3.7 Modes used for the journey to school

Transport Problems and Opportunities

A Fairer, More Accessible Transport System

Rugby Borough exhibits many of the same problems in terms of achieving an inclusive, accessible system as the rest of the County. The large rural hinterland of the area with its dispersed (and in some cases sparse) population, mean that it is difficult to serve with convenient and frequent public transport provision. The wide range of travel destinations in the area provides a challenge to meeting travel demand in this part of the County.

The topography and morphology of the area (and particularly Rugby itself) lends itself to the development of a core network of walking and cycling routes linking key trip attractors. Opportunities for integration with new development in the urban area are also strong. The County Council will continue to work with the key bus operators in the area to improve inter and intra-urban services to serve the town centre and its hinterland. A review of Community Transport provision across the Borough is also due to take place during the LTP period.

Full Employment and a Strong, Sustainable Economy

Transport has a vital role to play in ensuring that Rugby achieves its full economic and social potential. The committed and proposed development in the urban area (including the redevelopment of the former GEC/Alstom and Cattle Market sites) is vital to the regeneration of the town; these need to be supported by the provision of appropriate access improvements for all modes. Further development proposals within the town centre will also be key to expanding retail and employment facilities in the town.

Without the delivery in full of the proposed Rugby Western Relief Road (RWRR), the urban area will continue to suffer from congestion throughout the day. These problems are particularly acute in the commercial and industrial areas of the town to the north of the railway line, as well as within the town centre. The location of the railway line in dividing the town in two means that just four roads carry the majority of north-south traffic movements, one of which has a finite capacity due to it being controlled by traffic lights.

Ease of access to Rugby's town centre is currently adversely affected by a lack of enforcement of parking restrictions. The County Council is currently working with Rugby Borough Council to implement Decriminalised Parking Enforcement during this LTP period.

Finally, the implementation of the West Coast Route Modernisation and improvement to Rugby Railway Station are vital to maintaining and enhancing the town's connections to and from London, the Midlands and the North West. The County Council will continue to work with the rail industry, the Borough Council and the local rail users group to improve rail services and facilities at Rugby.

Reduction of Transport Impact on the Environment

Many parts of the urban area and particularly the town centre are currently adversely affected by the scale of vehicular traffic, including:

- The town centre of Rugby, specifically North Street/Church Street (which splits the main retail area of the town in two) and around the Warwick Street gyratory;
- In residential areas on the periphery of the town centre because of the lack of enforcement of parking in Residents' Parking Schemes, and of traffic using inappropriate roads to avoid local congestion; and
- In the large rural area of Eastern Warwickshire, in terms of the volume, speed and nature of vehicles (particularly the movement of lorries).

In December 2004, Rugby Borough Council declared an Air Quality Management Area covering the whole of the urban area of Rugby. This issue is discussed in more detail later in this section.

To Improve the Safety and Security of People when they are using the Transport System

In 2004, there were 445 road casualties in Rugby Borough, with:

- 95 killed or seriously injured; and
- 350 slightly injured.

Fear of crime issues in the area are predominantly focused on Rugby town centre, and tend to be linked to the use of public transport (including buses and taxis/private hire vehicles) in evenings and at the weekend.

Integration of Transport

Opportunities for the physical integration of transport within and between modes are most prevalent within the urban area of Rugby, particularly on the main bus thoroughfare within the town centre (Church Street/North Street) and at Rugby railway station. Whilst these opportunities have to some extent been realised on Church Street/North Street, there are still difficulties in terms of physical interchange between modes at the railway station and the links to the town centre. An interim scheme to accommodate the proposed works at the railway station as part of the West Coast Route Modernisation will be undertaken in 2007/08. A working group has recently been formed to develop proposals for the wider development of the railway station, including better interchange facilities and an increased level of parking for rail users. Membership of this group consists of the County Council, Rugby Borough Council, Network Rail, Virgin Trains, Central Trains, and Stagecoach.

The Borough Council and the County Council work closely together in terms of integrating their policies and plans, not least in terms of land use and transportation planning. The two authorities are currently working together in relation to a number of significant developments within the urban area of Rugby, including the redevelopment of the former GEC/Alstom and Cattle Market sites near to the railway station.

3 Part 3 - The Area Strategies

The Strategy

General

The Countywide Strategy set out in Part 2 of this LTP will be implemented in this area by:

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

In the early part of the LTP period, the County Council (in conjunction with its key local stakeholders) will undertake a comprehensive transport study of Rugby, to identify:

- A transport strategy for the town centre to take advantage of the increased capacity released on the highway network by the delivery in full of the Rugby Western Relief Road, particularly for sustainable modes;
- The transport and accessibility measures needed to complement the proposals for any redevelopment of the town centre to provide further retail and employment facilities;
- An assessment of the scale and location of parking facilities that will be needed to support the town centre, particularly beyond 2011; and
- The transport and accessibility measures needed to support committed development in the urban area as identified in the Rugby Borough Local Plan, and any other known development opportunities in the medium term.

The remainder of this section sets out the key proposals that are likely to come forward in Eastern Warwickshire during the lifetime of this LTP. The implementation of measures to support and enhance the economic vitality of Rugby town centre remains one of the key priorities for the Local Transport Plan. The key proposals are illustrated in Figure 3.14.

Rugby Urban Area - Key Proposals

Note:
Shows only those proposals that are site specific.
Area-wide and corridor measures are not shown
but are described in the relevant area sections.

Key

1	North Street / Church Street improvements
2	Rugby Western Relief Route
3	Rugby Business Improvement District
4	Cattle Market redevelopment site
5	Leicester Road / Boughton Road redevelopment site (Alstom)
6	Rugby Railway Station redevelopment / Interchange improvement
7	Black Path Bridge
8	M6 Junction 1
9	Brownsover to Avon Valley Safer Routes to School
10	Bilton High School Safer Routes to School
11	Warwick Street Gyratory
12	A426 Newbold Road improvements
13	Bilton Bypass
14	B4429 Ashlawn Road / Barby Road / Onley Lane improvements
15	A5 Route Management Strategy

Figure 3.14 Key proposals in the Rugby urban area

3 Part 3 - The Area Strategies

Rugby Business Improvement District

In October 2005, the Rugby BID Company, the County Council, the Borough Council and the Town Centre Company successfully brokered a positive vote for the introduction of the Business Improvement District (BID) pilot scheme, which covers a large area of Rugby town centre. The BID will raise a sustainable source of funding via a local business tax, which will be used to fund improvements within the town centre. The Warwickshire/ Rugby BID is unique in the UK, in that it is the only pilot where the County Council, Borough Council and Town Centre Company are all signatories to the scheme.

The BID initiative has strong links to the national agendas of addressing liveability and quality of life issues. To complement the main improvements that the BID will yield, the BID Team has identified a number of 'Added Value' projects. These include:

- Public Realm improvements across the BID area;
- Street lighting and signage enhancements; and
- Links to wider LTP schemes.

The specific LTP schemes that complement the BID proposals are:

- Enhancements to North Street/Church Street;
- Improvements to bus stop infrastructure and information;
- Improvements to signage on Evreux Way, the Warwick Street gyratory, Hillmorton Road and Clifton Road;
- Improvements to the links between the railway station and town centre;
- Pedestrian/cycle improvements; and
- Decriminalisation of parking enforcement.

The Rugby BID area is shown in Figure 3.15.
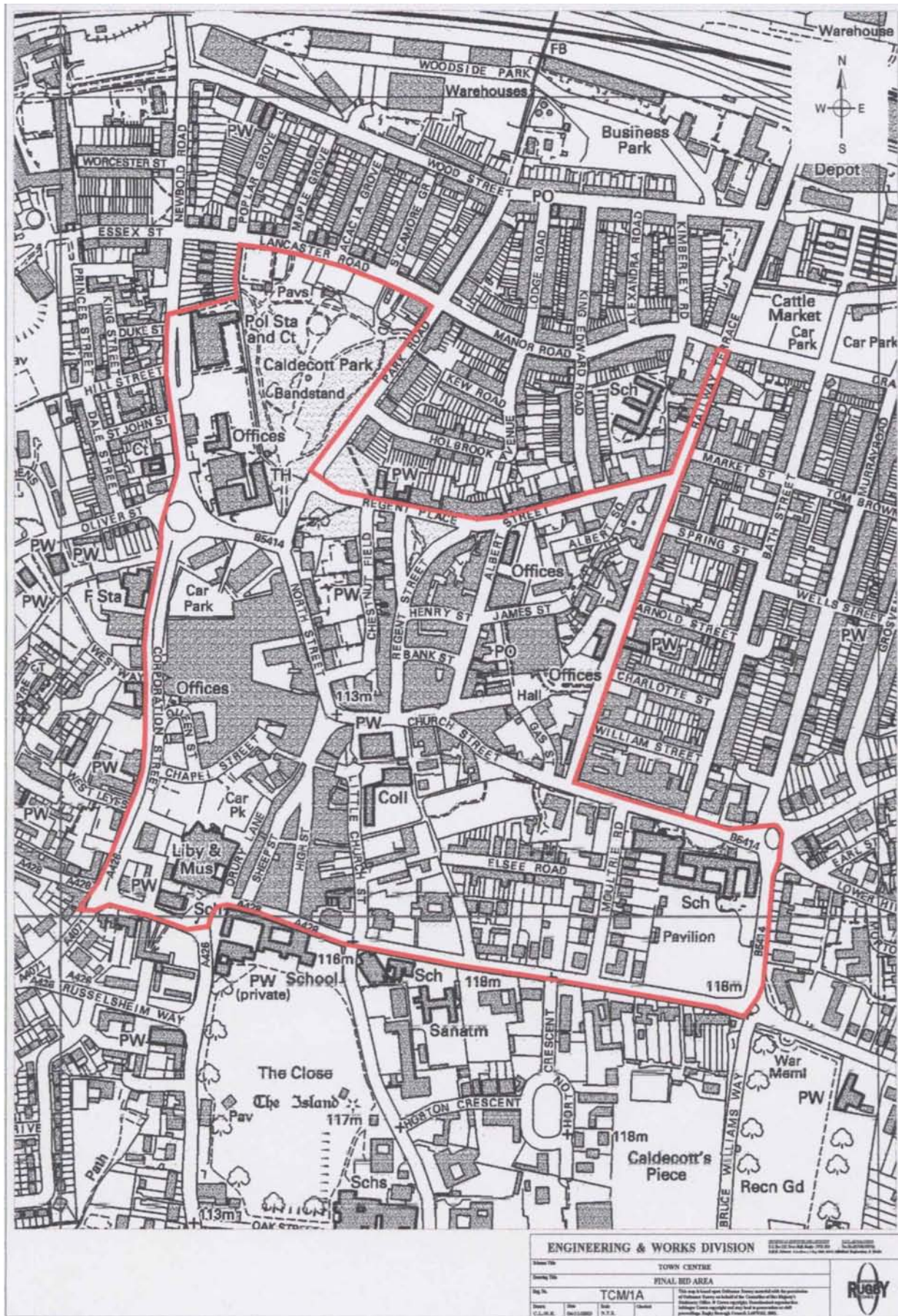
Figure 3.15 Rugby BID Area

3 Part 3 - The Area Strategies

Transport and Development

Existing Local Plan Sites

The current Rugby Borough Local Plan identified significant development within the main urban area at Cawston (residential), Coton Park (residential/employment) and Swift Valley (employment). To date, the Cawston and Swift Valley developments have been substantially completed. Coton Park (near M6/A426 junction) has been partially completed. The remaining parts of these sites will be completed during the lifetime of this LTP. These three sites have provided contributions towards the Rugby Western Relief Road, and improvements to M6 Junction 1 (Coton Park only).

The redevelopment of the former Alstom/GEC and Borough Council owned Cattle Market sites form a key element of the Local Plan review, currently being undertaken by Rugby Borough Council. The sites are located in the vicinity of Rugby Railway Station, to the immediate north and south of the West Coast Main Line (WCML) respectively. A master plan for the area has been developed and agreed in principle with the Borough Council by the owners of the former Alstom/GEC site (St. Modwen Properties). The master plan proposes a mix of uses incorporating residential, industrial, and retail development, along with a relocation of Warwickshire College and a significant amount of public open space.

To support the master plan, a number of transport/accessibility improvements are proposed. These include:

- The provision of a Link Road between the A426 Leicester Road and Mill Road to serve the redevelopment of the former Alstom/GEC site. With the implementation of suitable signing and other traffic management measures, this route could act as a relief route to the Boughton Road between the town centre and the north of Rugby;
- Delivery of a number of junction improvements in the vicinity of the master plan area;
- Contribution towards new and enhanced bus services and bus infrastructure to serve the site;
- Provision of enhancements to the Black Path, including a shared pedestrian/cycle facility over the WCML (in conjunction with Network Rail);
- Provision of a number of new pedestrian/cycle routes into and through the site; and
- Commitment to the implementation of a travel plan linked to the main employment developments on the site.

A large proportion of the master plan will be implemented during the LTP period. It is anticipated that the transport/accessibility improvements will be brought forward through a series of Section 106/278 agreements with the developers of the site. Figure 3.16 illustrates the indicative master plan proposals.

Figure 3.16 Rugby Station Area Masterplan

3 Part 3 - The Area Strategies

Longer Term Development of Rugby

As noted earlier, the Town Centre Company and the Borough Council are in the process of developing proposals for a significant redevelopment of part of the town centre to provide further retail and employment facilities. While the timescale for this is likely to fall outside this LTP period (i.e. post-2011), the initial work to develop the transport and accessibility improvements needed to complement the proposals will be undertaken in the early years of the LTP as part of the Rugby Transport Study.

The West Midlands Regional Spatial Strategy (RSS11) identifies Rugby as a potential sub-regional growth area. This issue however is currently subject to further assessment as part of the partial review of the RSS. The County Council is inputting to this assessment, not least in terms of commenting on the need for transportation and accessibility improvements to complement any significant expansion of the area.

Resolution of capacity issues at M6 Junction 1 (M6/A426) will be required with the Highways Agency prior to any further major development coming forward in Rugby. A more detailed discussion of these issues can be found later in this section.

Air Quality

Rugby Borough Council declared an Air Quality Management Area (AQMA) in December 2004 covering the whole of the town and its immediate hinterland. This designation has been brought about by an exceedence of NO_2 levels due to high traffic levels on the main routes into the town centre, specifically around the Warwick Street gyratory, and near the Rugby Cement works. The main reason for declaring the whole of Rugby an AQMA is to identify air quality as a strategic issue that needs to be addressed through the Local Transport Plan. The measures described elsewhere in this section of the LTP describe how the County Council, the Borough Council and its stakeholders intend to address the air quality issues within the town centre. These include improvements to public transport, walking and cycling facilities, and delivery of the Rugby Western Relief Road.

An Air Quality Management Plan (AQMP) is due to be submitted by the Borough Council to Defra in June 2006. The County Council has committed to assist the Borough Council in the preparation of this document. A report on the AQMP will be included in the LTP Delivery Report in July 2006.

Public Transport Improvements

Bus

In line with the Bus Strategy, the County Council will work with Stagecoach in Warwickshire to bring forward a Quality Bus Corridor (QBC) on the Service 1 corridor between Hillmorton and Rugby town centre. Low floor easy-access buses running on a 10-minute frequency will replace the existing service, which is currently operated using step-entry minibuses. The County Council, as Highway Authority will upgrade the bus stop infrastructure and information provision on the route to complement the improved vehicle and frequency enhancements provided by the operator.

An Inter-Urban Quality Bus Corridor will be developed on the route from Rugby to Coventry via Wolston and Binley Woods.

Stagecoach has recently improved the existing Service 4 QBC (Brownsover to the town centre) through increased frequency of services to five buses per hour during most of the day. This has built on the investment that was made during the first LTP period in the original QBC by the County Council and the bus operator.

A Quality Bus Initiative (QBI) is proposed for the Rugby - Clifton - Newton route.

Improvements to the North Street/Church Street Bus Information Point (BIP) will be implemented during this LTP as part of the County Council's Public Transport Interchange Strategy. This will be undertaken as part of the 'Added Value' schemes to the Rugby BID. Further Bus Information Points will be brought forward in the future as part of the bus-rail interchange at Rugby Railway Station (see below) and possibly on Corporation Street.

The County Council will continue to work with the rail industry, bus operators and the Borough Council to develop proposals for better interchange facilities at Rugby Railway Station. This will incorporate the facilities that would be provided at a standard Bus Information Point.

Picture 3.6 Warwickshire's County Links bus service

Rail

Rugby Railway Station

Rugby's location on the national rail network means that it enjoys reasonably good links to London, the Midlands, the North West and Scotland. The retention and improvement of these links however is vital to the long-term vitality and viability of the town's economy.

The County Council, along with Rugby Borough Council and the recently established Rugby Rail Users Group, have played an active role in the development of the proposals for the Rugby area as part of the West Coast Route Modernisation project. This has included providing input on issues in relation to the proposed reconstruction of the railway station and the associated revised track layout. This work is due to be substantially undertaken during the next three years, with a target completion date of Summer 2008. This will mean that revised service changes can be accommodated in the December 2008 timetable.

The West Coast Route Modernisation works will have an impact during the lifetime of the LTP on the nature of service provision that Rugby will experience. Virgin West Coast train stopping patterns will be simplified to provide a broadly hourly service in each direction to London and Liverpool, with some additional services in the peak periods. Central Trains will continue to provide services from Birmingham to Northampton using high-speed electric Desiro units, calling at Coventry and Rugby and other intermediate stations.

The County Council will continue to lobby the rail industry for the early reinstatement of through stopping services from London to Rugby, which were previously provided by Silverlink. The County Council will also continue to lobby for improvements to the capacity of the rail network in the Rugby – Coventry – Birmingham corridor for passenger and freight services.

The County Council will continue to work with its partners to deliver improved interchange facilities at Rugby railway station. As noted earlier, a working group has recently been formed to develop proposals for the wider development of the railway station, including better interchange facilities and an increased level of parking for rail users. Membership of this group consists of the County Council, Rugby Borough Council, Network Rail, Virgin Trains, Central Trains, and Stagecoach.

A number of dedicated pedestrian/cycle links will be provided from the redevelopment of the former GEC/Alstom site to the railway station. These will include an upgrade of the Black Path and the provision of a shared pedestrian/cycle bridge over the West Coast Main Line.

Improvements to the pedestrian/cycle links and signage between the Railway Station and the town centre will be implemented as part of the 'Added Value' schemes to the Rugby BID and the provision of improved interchange at the railway station.

The County Council will work in partnership with the Borough Council and the Town Centre Company to establish the feasibility of providing a dedicated bus link from the railway station to the town centre. This will be focused on delivering a quality public transport service particularly for business people arriving in Rugby.

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Picture 3.7 Bridge maintenance in progress near Brinklow

Community Transport

During the lifetime of the LTP, the County Council will consider undertaking a feasibility study, in conjunction with operators and the voluntary sector, to evaluate whether better co-ordination among community transport operators in the Borough can be achieved. The study could also consider alternative ways forward for medium and longer-term involvement of community transport in accessibility solutions for the Borough.

Enhanced facilities for community transport passengers will be provided at Rugby railway station consistent with the aims set out in the Public Transport Interchange Strategy. Enhanced facilities and information will also be provided where appropriate at all existing/new Bus Information Points.

The County Council will investigate demand responsive and flexible services as feeder services into key transport corridors and existing/future Quality Bus Corridors, including Service 4 (Brownsover to the town centre) and the Rugby – Coventry inter-urban route.

In line with the Community Transport Strategy, the County Council will promote the mainstreaming of community transport services in order to sustain established community transport initiatives. This includes the 'Easyrider' service that currently operates in Rugby, and the countywide 'Wheels to Work' moped loan scheme.

Taxis and Private Hire Vehicles

Enhanced facilities for taxis and private hire vehicles will be provided at Rugby railway station and other key interchanges consistent with the aims set out in the Public Transport Interchange Strategy.

The County Council will develop taxibus services to meet specific demand in the County where conventional public transport is neither operationally or economically appropriate. This could include developing a taxibus service in Rugby to act as a demand responsive feeder to rail services.

Improvements for Pedestrians and Cyclists

Walking

During this LTP, the County Council, in conjunction with the Borough Council and the Town Centre Company, will bring forward proposals to improve conditions for pedestrians within Rugby, including North Street/Church Street and other key routes within and through the town centre. Where possible, this will be delivered in conjunction with or complement improvements to civic spaces within the town centre. Other pedestrian improvements within the area will be identified as opportunities arise.

Provision of a pedestrian route on Bilton Lane will be brought forward as part of a Safer Route to School from Long Lawford to Bilton High School (see below).

A number of pedestrian routes will be provided/upgraded within the redevelopment of the Alstom/GEC and livestock market sites.

Cycling

During the first LTP period, a significant expansion of the cycle network within the urban area of Rugby has been undertaken. The inter-urban Sustrans National Cycle Network (NCN) route from Leamington Spa to Rugby (Route 41) was also recently completed in Summer 2005.

During this LTP period, the following cycle routes will be investigated and/or implemented in conjunction with Sustrans and/or Rugby Borough Council:

- Improved cycle access to Rugby town centre (to be investigated as part of the proposed Rugby Transport Study);
- Hillmorton to Rugby town centre;
- Routes to and within the redevelopment of the former GEC/Alstom and Cattle Market sites (to be developer funded);
- Birmingham – Coventry – Rugby – Northampton (Sustrans NCN Route 53); and
- Sustrans proposal for the Rugby – Leamington Spa (Newbold Comyn) twin braid route (utilising the former Rugby to Leamington Spa railway line).

The Safer Routes to School schemes outlined below will also contribute towards the expansion of the urban cycle network of Rugby over the next five years.

Shared Pedestrian/Cycle Links

A number of dedicated pedestrian/cycle links will be provided from the redevelopment of the Alstom site to the railway station. These will include an upgrade of the Black Path and the provision of a new shared pedestrian/cycle bridge over the West Coast Main Line.

Improvements to the pedestrian/cycle links between the Railway Station and the town centre will be implemented as part of the 'Added Value' schemes to the Town Centre BID project.

The proposed improvements on North Street/Church Street will benefit pedestrians and cyclists in this corridor, and will improve access to the town centre by these modes.

Picture 3.8 The Black Path

Safer Routes to School

Three Safer Routes to School schemes are proposed within Rugby during the lifetime of this LTP. These are:

- Brownsover to Avon Valley School (shared pedestrian/cycle path); and,
- Long Lawford to Bilton High School (pedestrian route only).

Improvements for the Mobility Impaired

As part of the Rugby Town Centre Action Plan, the Borough Council, County Council and Town Centre Company will actively support all moves to improve access to businesses within the town centre. Efforts will also be made to improve access from car parks/disabled parking spaces to key points within town centre.

The Borough Council and Town Centre Company intend to deliver a Shopmobility scheme within the town centre by March 2007. This will initially be located within the North Street car park.

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Powered Two Wheelers

Improvements for powered two wheelers will be made in line with the proposals contained in the County Council's Powered Two Wheeler Strategy.

Parking

Recent studies on parking within Rugby have highlighted the on-going abuse of parking regulations and the lack of effective enforcement within the town. This is having a serious impact on:

- The economic vitality and viability of the town centre;
- The environment of residential areas around the periphery of the town centre;
- Safety on the public highway due to parking in potentially dangerous locations; and
- Bus operations, due to parking in and around bus stops and taxi ranks.

The introduction of Decriminalised Parking Enforcement within the Rugby area is therefore proposed during the early part of the LTP period to address these issues.

As part of the Rugby Transport Study, the need for further parking facilities in the town centre will be explored.

Highway Improvements and Traffic Management Measures – County Roads

Warwick Street Gyratory

The Warwick Street gyratory is located to the south west of the town centre, and provides a significant highway interchange between the A4071, A428 and A426 (i.e. the three key routes into or across the urban area of Rugby). The gyratory is currently one way in a clockwise direction, and is partially signalised. In conjunction with the implementation in full of the Rugby Western Relief Road, the County Council intend to review the operation of the gyratory, and consider the possibility of improvements for pedestrians, cyclists and buses. Such improvements could include:

- Provision of new or enhanced pedestrian crossings;
- Provision of cycle lanes, advance cycle stop facilities and safety measures for cyclists;
- Provision of new or enhanced traffic signals and signage; and
- Provision of measures to assist public transport.

In the longer term, the County Council will consider the feasibility of further improvements to the gyratory, including the possibility of two-way operation. Options for the improvement of the gyratory will be identified in the proposed Rugby Transport Study.

Should the Western Relief Road be complete by 2008/09 as planned, a major improvement of the gyratory could begin on site towards the end of the LTP period. It is also anticipated that the completion of the Rugby Western Relief Road will have a positive impact on the air quality issues that have been highlighted as a problem at the gyratory.

Rugby Western Relief Road

The existing Rugby Borough Local Plan proposes substantial development at Coton Park, Swift Valley and Cawston in the South West – North corridor of the town. A new section of highway, known as the Rugby Western Relief Road, has been identified as critical to supporting these developments and reducing traffic congestion in Rugby town centre.

The preferred route of the Western Relief Road is from the A426 Avon Mill roundabout to Potford's Dam has been established, and would provide a strategic link between the M6/A426 in the north and the A45/M45 in the south. The proposed route is illustrated in Figure 3.17.
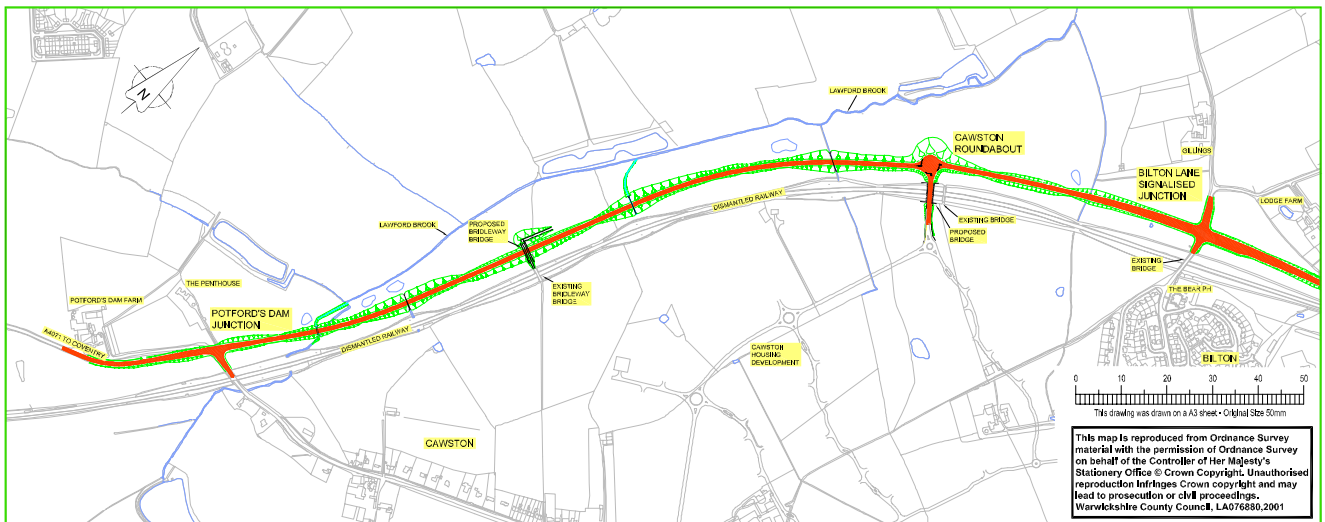
Route of Relief Road is indicated in red
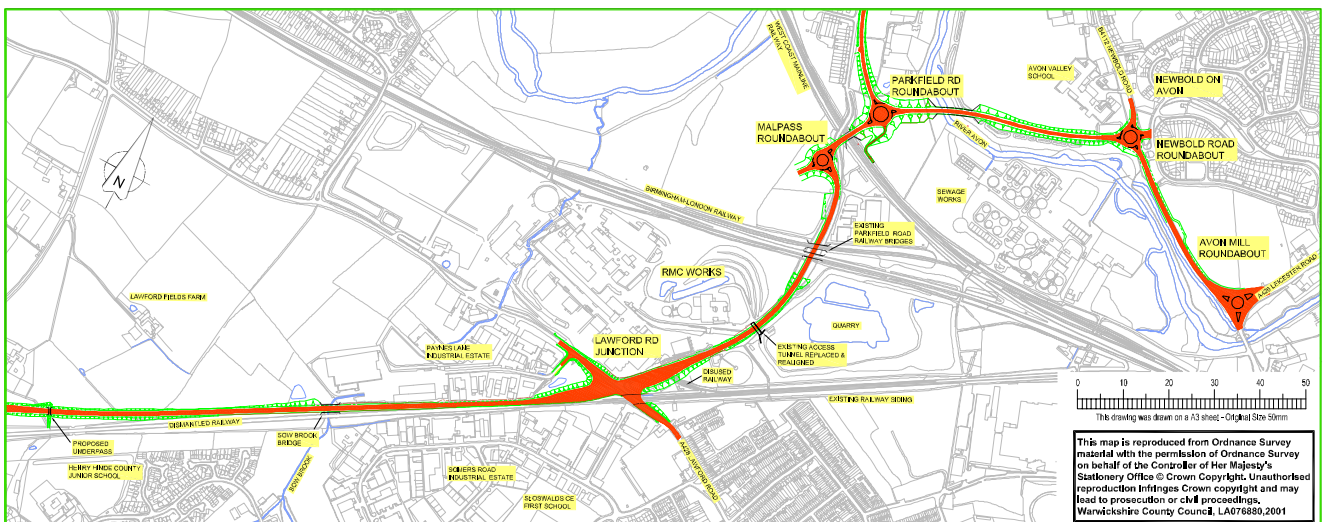
Figure 3.17 Rugby Western Relief Route

The County Council was successful in getting the Public Inquiry for the scheme reopened during 2005. A decision from the Inquiry Inspector was received by the County Council in December 2005, and confirmed that the scheme should be constructed in full from Avon Mill to Potford's Dam, subject to some minor alignment changes at the southern end of the route. This will require the confirmation of a revised planning application and set of orders for the scheme. Subject to the satisfactory resolution of these issues, the County Council will be in a position to seek full acceptance for the scheme later this year. This would allow construction of the scheme to begin early in 2007. Approximately £14m of developer funding and £8.06m of Major Scheme funding is available for the scheme.

Church Street/North Street

Church Street/North Street runs in a north west to east direction through Rugby, and provides the main highway access into the core retail and business centre of the town. It is also acts as the principal thoroughfare for bus services in Rugby. During the last LTP period, a number of improvements were made to Church Street/North Street, including:

- Designation of the corridor as a 20mph zone;
- Provision of improved cycle facilities;
- Relocation of the taxi rank; and
- Improvements to the quality of the bus shelters and information provision at all key stops on the route.

Without the Rugby Western Relief Road in place, any significant alteration to this corridor is not possible because of the impact it would have on traffic conditions on the Warwick Street gyratory, and the distribution of traffic around the town generally. Options to 'lock in' the benefits of the Western Relief Road in the town centre (including Church Street/North Street) will be explored as part of the proposed Rugby Transport Study.

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The earliest date for completion of the Western Relief Road is 2008/09. It is therefore possible that an improvement to this corridor could begin on site towards the end of the LTP period.

A426 Newbold Road Improvement

The County Council has safeguarded an improvement line along the A426 Newbold Road to the north west of the town centre for a number of years. The principal aim of the scheme was to dual Newbold Road between Corporation Street/Evreux Way and Leicester Road/Avon Mill, and thus complete the remaining non-dual section of the A426 north-south corridor. Whilst the scheme would potentially increase capacity and improve safety at a number of junctions, it would also create severance between residential areas and the town centre. Despite the provision of additional capacity on Newbold Road, congestion at the Evreux Way roundabout would be likely to remain a problem. The scheme would also require the acquisition of a number of residential and business properties, along with the provision of a widened bridge under the West Coast Main Line. In light of these issues, the County Council will decide on whether to abandon the scheme once a start is made on delivering the Rugby Western Relief Road.

In place of the scheme described above, the County Council will investigate a more modest scheme to enhance capacity and improve safety in the corridor, particularly at the junction of Newbold Road and Wood Street. Improvements for pedestrians, cyclists and other vulnerable road users will also be considered within the scheme, along with environmental enhancements to improve the image of this important gateway to Rugby town centre.

A4071 Bilton Bypass

An improvement line along the A4071 Bilton Road has been safeguarded for a number of years by the County Council. The scheme would provide a short bypass to the north of the main street through Bilton village centre, and would improve the environmental quality of the area as well as improving safety.

Whilst there are issues in relation to the acceptability of the scheme in terms of its proximity to a number of residential properties, the County Council will continue to safeguard the route. The need for the bypass will be reviewed once a start is made on delivering the Rugby Western Relief Road.

B4429 Ashlawn Road/Barby Road/Onley Lane Improvement

The County Council will keep under review the need for an improvement of the junction of Ashlawn Road/Barby Road/Onley Lane, located to the south of Rugby town centre. The B4429 Ashlawn Road provides a key link between the A4071 Bilton Road and the A428 Hillmorton Road, and effectively provides a bypass for traffic passing through the town centre in an east-west direction. It is also a key route to Ashlawn School. Barby Road/Onley Lane provides an important link from Rugby town centre to Barby and Daventry in Northamptonshire.

There have been 8 personal injury accidents at this junction in the last 5 years, consisting of 7 slight and 1 serious.

A428 Bretford Bridge

The County Council has historically safeguarded an improvement line in Bretford on the A428 between Rugby and Coventry. The scheme would provide a new bridge over the River Avon and a partial bypass of the village of Bretford, and would replace the current single lane, signal controlled bridge.

Given the current levels of traffic using the A428 through Bretford (around 8,000 vehicles per day) and the structural condition of the existing bridge, there is little justification at present for the scheme to be progressed. It is also predicted that following the construction of the Rugby Western Relief Road, a further 3,000 vehicles per day will transfer away from the A428.

It would seem appropriate within these circumstances to review the scheme in consultation with local stakeholders and interest groups following the construction of the Rugby Western Relief Road.

Freight

Rugby – Southam Cement Works Rail Line

During the first LTP period, the County Council entered into discussion with Rugby Cement to discuss the potential to recommence the movement of cement by rail from Southam Cement Works, situated on the truncated Rugby – Leamington Spa railway line. Despite the best efforts of all parties involved, the discussions concluded that the proposal was not viable within the economic climate at that time.

The County Council will keep the proposal to reopen the line under review.

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Daventry International Railfreight Terminal (DIRFT)

Daventry International Railfreight Terminal (DIRFT) is located just outside the County boundary near Crick in Northamptonshire, and provides a regionally significant road/rail freight interchange. The site, which has recently received permission from Daventry District Council for a substantial expansion, is located close to the M1 and A5, and has daily rail departures to locations in the UK and on the Continent.

The County Council will seek to take advantage of the proximity of DIRFT to Warwickshire in encouraging the movement of goods by rail rather than road, in line with the policies set out in the Sustainable Freight Distribution Strategy. The County Council will continue to press for improvements to pedestrian and cycle access to DIRFT from Rugby to be provided, along with improved bus services. The County Council will consider the use of traffic management measures will be considered on roads in the vicinity of DIRFT to address any inappropriate local traffic movements in relation to the site.

Motorways and Trunk Roads

M6 Junction 1

Junction 1 of the M6 north of Rugby provides the principal access to the town from the Midlands and the North. The A426 Leicester Road provides access to and from the motorway, and is dual carriageway throughout from the Newbold Road/Avon Mill roundabout. Over recent years, this corridor has become more heavily used as development has taken place along the Leicester Road and at Coton Park, close to the motorway junction.

Incremental improvements have been made to Junction 1 to maintain and improve the capacity of the interchange with the A426. These works have included changes to the circulatory carriageway and slips, signalisation and signing improvements.

The Highways Agency has recently commissioned consultants to undertake a pre-TPI study of the M6 from Junction 4 to Junction 19 of the M1, and the A46 from the M69 to the A45 at Tollbar End. The study will examine a number of issues, including the possibility of localised widening and use of Active Traffic Management on the M6, and junction capacity issues on both routes. This will include consideration of M6 Junction 1, as well as the committed improvements at M1 Junction 19 (see below).

M1 Junction 19 Improvement

Located just outside the County in Leicestershire, M1 Junction 19 provides a strategic highway interchange at the 'crossroads of the country' between the M1, M6 and A14. The current configuration of the junction does not allow all movements to be made (e.g. M1 north to A14 east). The existing junction also integrates with a number of local roads and suffers from congestion throughout the day.

In 2004, the Highways Agency submitted a formal TR111 notice to the County Council giving intention to undertake a major upgrade of Junction 19. This will provide an all movements junction to replace the current configuration.

The main benefit for the County Council should be a reduction in traffic at M6 Junction 1 in terms of less traffic using the A426 Rugby Road from Junction 20 of the M1 at Lutterworth to cut across to the M6, and from M1 north to A14 east traffic no longer needing to use M6 Junction 1 (as is currently signed).

The Highways Agency has indicated that the junction improvement will be complete by 2010.

M1 to Birmingham Route Management Strategy

The M1 to Birmingham Route Management Strategy covered five key routes, including the A5 from M1 Junction 18 to Weeford Island (A5/A38) near Lichfield. The draft RMS was produced by the Highways Agency in 2002, and the final version has now been published.

The main element identified for the A5 in the short-term was a review of its function as an appropriate route for abnormal loads.

Major improvements to the A5 in the longer term such as increasing capacity by widening to dual-two land carriageway between the M42 and M69, and solutions to bottlenecks at the M69 and A47 Longshoot were identified as possibilities (subject to further study) during the development of the RMS. However, it will be necessary for a long-term strategy for the A5 to be developed in due course, which may or may not identify the need for major improvements along the Warwickshire/Leicestershire section of the route.

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The County Council will be happy to work with the Highways Agency to identify a longer term strategy for the A5, including both the A5/A47 Longshoot junction and the A5/A426/Gibbet Lane roundabout at Gibbet Hill north of M6 Junction 1.

A5 Route Management Strategy – M1 Junction 9 to M1 Junction 18

A draft RMS for this section of the A5 was published for consultation in 2004. The final RMS is due to be published shortly. There do not appear to be any significant issues raised within the draft strategy at M1 Junction 18 east of Rugby.

Warwick, Leamington Spa, Kenilworth and Whitnash Urban Area

Introduction

This section of the LTP covers the area shown in the southern half of Figure 3.2, which includes the towns of Warwick, Leamington Spa, Kenilworth and Whitnash, and the market town of Southam. The area is similar to the administrative boundary of Warwick District, although a small part of Stratford-on-Avon District is also included. This area forms the southern end of the North/South Corridor, which is covered in Section 3.2 of the LTP.

The area is located in the heart of Warwickshire and has good strategic links to a number of other parts of the County such as Stratford-upon-Avon and Rugby. Regional links to Coventry and the East Midlands via the North/South Corridor, and Birmingham and Solihull via the rail and trunk road networks are also good. The area also benefits from good links to Banbury and London via the M40 corridor and rail services on the Birmingham – Marylebone line.

In developing the proposals for this part of Warwickshire, the County Council has worked in close partnership with Coventry City Council and Solihull Metropolitan Borough Council in order to be compatible with their LTP proposals.

The Shared Priorities in Warwick, Leamington Spa, Kenilworth and Whitnash

All four Shared Priorities are reflected in the plans for the Warwick, Leamington Spa, Kenilworth and Whitnash urban area.   A presumption to improve road safety underlies all relevant local priorities, schemes and initiatives. Similarly, there is a fundamental intention to improve air quality in the declared AQMAs and prevent further deterioration across the area.   The key local priorities, however, are focused on reducing congestion and improving accessibility through implementation of transport measures and improvements. The major elements planned to offer a viable alternative to the car and address forecast congestion on the local road network are the SPARK Major Scheme of public transport measures; the implementation of innovation measures and solutions to address the current impact of congestion caused by school-based travel in Warwick and Leamington Spa; and identification and implementation of measures to manage the impact of traffic within Warwick town centre, and improve conditions for pedestrians, cyclists and public transport users.

The Overall Context

Population

The resident population in this part of Warwickshire is growing, as illustrated in Table 3.8.

Warwick District - Resident Population Characteristics			
Town	**Population in 1991**	**Population in 2001**	**% Change**
Warwick	22,709	25,434	+12.0
Leamington	42,335	45,114	+6.6
Kenilworth	21,966	23,219	+5.7
Whitnash	7,385	7,798	+5.6
Southam	5,304	6,509	+22.7
Warwick District	118,300	125,931	+6.5

Table 3.8 Population 1991 to 2001

Between 1981 and 2001, the area experienced a considerably higher rate of population growth than the average for England and Wales.

Warwick District has seen the greatest increase in the number of households in Warwickshire, with an increase of just over 14% since 1992.

There has been a considerable increase in the elderly (75-84) and very elderly (85+) age groups since 1992, with these age groups increasing by 20% and 30% per cent respectively. This mirrors national trends for population age.

At 4.45 (persons/ha), population density in Warwick District is second highest of the Districts/Boroughs within Warwickshire and almost double the County figure of 2.56. However, the area has a far lower density of population than the highest Borough (Nuneaton and Bedworth), which has a density of 15.09.

A summary of the District's performance against the new Census health indicators is set out in Table 3.9.

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Warwick District - Performance Against the new Census health indicators			
	Percentage of the local population with a long term limiting illness	Percentage of the local population whose health is not good	Percentage of the local population aged 16-74 who are economically inactive, permanently sick/disabled
Warwick District	15.4%	7.4%	3.4%
Warwickshire	16.8%	8.1%	4.2%
England and Wales	18.2%	9.2%	5.5%

Table 3.9 Health indicators

Socio-Economic Issues

In socio-economic terms the area is above the average for the County. Mean household income in Warwick District is the highest of the Districts and Boroughs at £35,200. This has risen faster over the last four years than in any other District/Borough within Warwickshire or the UK average. The proportion of low-income households (i.e. those earning less than £10,000 per annum) is 10.6%, which is the third highest percentage of the five Warwickshire District/Boroughs and compares well with the national figure of 14%.

As measured by the Index of Multiple Deprivation, the County has 37 areas (at the Super Output Area level) that fall amongst the worst 30% deprived in England. Only five of these are within Warwick District, with four being in Leamington Spa and one in Warwick.

The unemployment rate within Warwick District (2004 levels, as measured by the Claimant count) was 1.3%. There has been a gradual fall in unemployment rates over recent years, reflecting national trends, although the countywide rate has remained fairly static.

The Environment

The environment of this part of the County is rich and diverse, and includes the historic town of Warwick and its castle, and the spa town of Leamington. Kenilworth also has an historic castle, which is set close to the open expanse of Abbey Fields. The area is also home to the River Avon and the Grand Union Canal.

Although much of this part of the County is of an urban nature, the immediate hinterland of the four main towns is made up of high quality agricultural land and open countryside.

Travel Patterns

Road Traffic Growth

Over the last 10 years, traffic growth has been 8% in Kenilworth, 13% in Leamington Spa and 15% in Warwick. This compares with the average for Warwickshire's towns of 11.9%. In the face of a growing population and economic prosperity of this area, it can be expected that traffic and congestion will continue to grow without a prominent intervention to promote alternative modes of transport to the car.

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Warwick - Traffic Growth
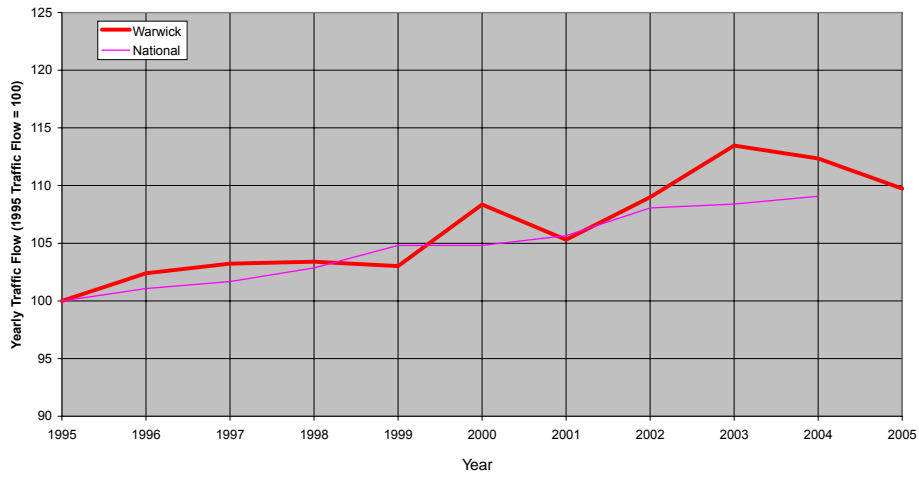
Figure 3.18 Traffic Growth in Warwick 1995 - 2005

Leamington Spa - Traffic Growth
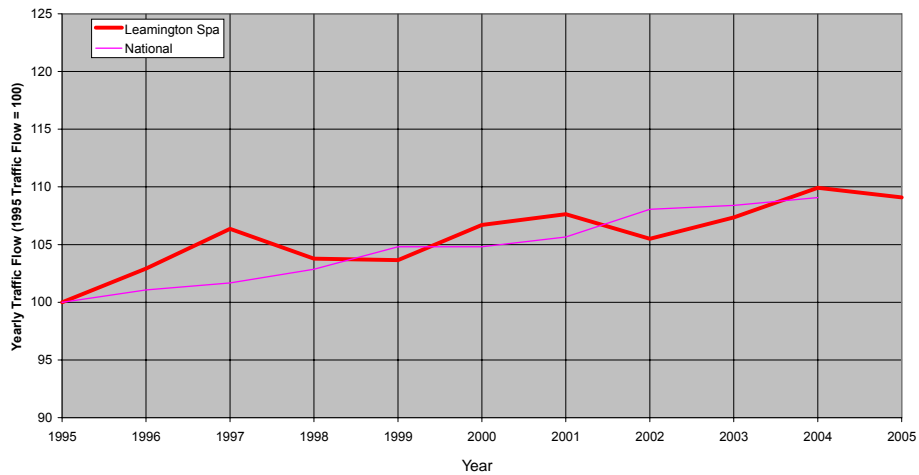
Figure 3.19 Traffic Growth in Leamington Spa 1995 - 2005

Kenilworth - Traffic Growth
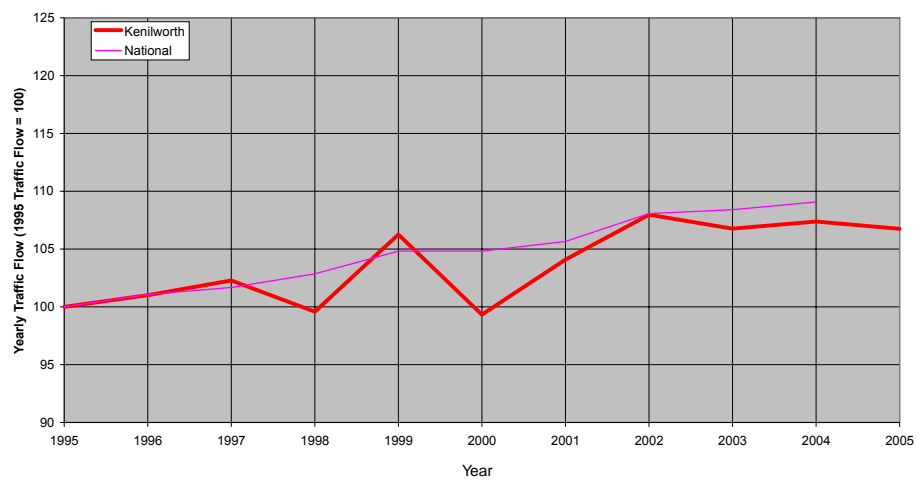
Figure 3.20 Traffic Growth in Kenilworth 1995 - 2005

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Modal Split

The modal split for journeys to work is shown in Table 3.10 below. Travel by car is the main mode of transport across the County, although in Warwick District the percentage using this mode is lower than in the other four areas. However, at 68.8% of journeys to work, car use is significantly higher in the area than nationally (61%).

Over 11% of people walk to work in Warwick District, compared to only 7.3% in North Warwickshire Borough, which is probably a reflection of the more urban nature of Warwick District.

Bus use is 3.3% compared to the County average of 3.4%. Travel to work by train, at 1.9%, is higher than County average of 1.3%, which is likely to be due to the accessible railway stations with good links to employment opportunities.

The proportion of people working at home reflects the County average of 9.7%.

Warwick District – Journey to Work Modal Split (Source: 2001 Census)				
	Car	Public Transport	Bicycle	Walk
Warwick District	68.8%	5.3%	3.5%	11.2%
Warwickshire	71.2%	4.7%	2.9%	9.7%
English Shire Counties	66.8%	7.6%	3.1%	10.1%

Table 3.10 Mode used for the journey to work

The Journey to School

Table 3.11 shows a summary of modal split for the journey to school. Recent years have shown an increase the proportion of children travelling to school by car, in line with national trends. The journey to school is a particular problem within Warwick, where there is a high concentration of schools that have a significant impact on the local transport network.

Warwick District – Journey to School Modal Split (Source: WCC)				
	Car	Public T.	Bicycle	Walk
Warwick District	39%	9%	8%	43%
Warwickshire	37%	15%	4%	43%
UK	30%	14%	1%	46%

Table 3.11 Mode used for the journey to school

At 39%, the level of car use for the journey to school in Warwick District is the joint highest in the County, equalling that in Stratford on Avon. There are a number of private schools in Warwick that draw in pupils from a wide area, which accounts for the heavy reliance on the car. On the other hand, the numbers of children cycling to school in Warwick District is more than double that of anywhere else within the County. This is due to the high density of population in the Warwick/Leamington Spa/Whitnash urban area, meaning that a high proportion of children live within cycling distance of their school. The County Council has helped to facilitate cycling to schools by providing local cycle routes to Warwick schools.

Transport Problems and Opportunities

A Fairer, More Inclusive and Accessible Transport System

Car ownership for most households in the area is high, so impediments to accessing services mainly relate to congestion on the highway network and limitations in the availability and access to viable alternative means of transport. However, limited access to alternative means of transport to the car is a particularly pertinent issue for those groups of residents who have lower than average levels of car ownership or access. These are typically the mobility impaired, the elderly and the young.

The bulk of the population in the urban areas live within easy walking and cycling distance of local services, public transport routes and major public transport interchanges. No point in the urban area is more than 2 miles from the town centre.

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In the urban areas bus service coverage is geographically quite comprehensive, although the location of some key public services such as Warwick Hospital and some education and employment centres on the periphery of the urban area limits the number of direct bus services. However, service frequency and reliability, although improving through the introduction of high frequency low floor buses on some routes, can be below desirable standards and is often hampered by congestion.

Access to the national rail network is good in Warwick, Leamington Spa and the villages around Warwick Parkway, but less easily accessible for other areas, particularly Kenilworth and Southam.

Communities in the rural areas can be subject to limited access to alternatives to the car, particularly where bus services are often not commercially viable. Good opportunities exist to work with what are typically active and motivated communities to minimise access barriers. Over the period of the first LTP, a number of initiatives have been pursued through community-based schemes, including car-sharing databases, taxi buses, flexibus and the Wheels-to-Work initiatives. By working in partnership with other authorities and community groups, further opportunities can be explored over the period of this LTP.

Within Warwick, Leamington Spa and Kenilworth, the physical alignment of the transport infrastructure serves to reduce accessibility by restricting movements in certain locations. For example, the alignment of rail and canal corridors can result in lengthy detours for accessing local services and facilities. This can deter travel on foot or by bicycle. Opportunities to improve accessibility by providing new or enhanced crossing points exist in Kenilworth through the town centre redevelopment proposals, in Leamington Spa through the potential redevelopment of sites to the south of the canal, and in Warwick through the development of Safe Routes to School initiatives and Sustrans cycling routes.

Ensuring ease of access to the town centres throughout the strategy area by all modes is important for their future vitality and viability. Factors such as the nature, location and quantity of parking provision in the town, as well as barriers to pedestrian and cycle movement and limited public transport provision all affect ease of access. Some opportunities to improve access have been identified over the life of the first LTP, such as proposals for a traffic management scheme in Warwick town centre and a mixed priority demonstration project for the Department for Transport in the central area of Leamington Spa. Further opportunities to ensure ease of access will arise and can be taken forward during the life of this LTP. This will involve community and stakeholder consultation, the review and development of Decriminalised Parking Enforcement, the regeneration of Kenilworth town centre and developer funded infrastructure improvements.

Full Employment and a Strong, Sustainable Economy

Parts of the strategy area are subject to some of the worse congestion in the County, both on the strategic road network and within the urban areas. The close proximity of the M40, A46 and A45 to Warwick and Kenilworth has a significant effect on the urban areas, where some traffic seeks alternative quicker routes through the town centres in order to avoid congestion. Significant congestion occurs at Longbridge (M40 Junction 15) and Tollbar End (A46/A45 junction). While proposals to address the problems at these locations are discussed in greater detail within the North/South Corridor section, a significant improvement to their operation is particularly important in maintaining the attractiveness of the area for new investment and to maintain its current status as a prestigious location for a number of major company HQs.

There are significant employment areas in the south of Warwick and Leamington Spa and congestion on the local road network is an issue for both employers and employees. Measures to address this should be sought in order to maintain and enhance the attractiveness of existing and future employment development areas in south Leamington and south west Warwick.

Some opportunities to improve road capacity exist within the area; these can either be used to provide priority for public transport, ease congestion or provide environmental relief. However, within the urban areas the density of historically valuable buildings can often limit the scope to improve road capacity or the ability to undertake new road construction. This consequently limits the opportunities to improve the balance of infrastructure provision towards alternative modes without removing some of the traffic capacity for private vehicles. In order to maintain a publicly acceptable and economically and environmentally sustainable transport system, a balance must be struck between the traffic demands of existing land use and future development proposals, the wider objectives of the LTP, and the desired improvements to the built environment. To do this, full advantage of opportunities and solutions based on both soft and hard measures must be taken. To be successful these must involve partner authorities, major employers and the wider community.

The relatively high number of tourist attractions within the area provides a significant benefit to the local economy. However, in the case of Warwick this is not always fully exploited, as many visitors to the main tourist attraction of Warwick Castle do not visit the town or the wider area.

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A Reduction of Transport Impact on the Environment

The strategy area has a number of large Conservation Areas, primarily in Warwick, Leamington Spa and Kenilworth. These are intended to protect the significant quantity of historically valuable building stock. There are a number of notable national and international tourist attractions, including Warwick Castle, the Royal Pump Rooms, Jephson Gardens, Warwick town centre and Kenilworth Castle. These can attract large numbers of visitors, which benefit the area in economic terms, but which can present challenges by causing significant fluctuations in traffic. Due to the town centre location of many of the attractions, this can cause difficulties for managing the volume and impact of traffic in the town centres. This is further exacerbated as many tourists arrive by car, having either first visited Stratford-upon-Avon or with the intention of travelling on to there. The positive management of the town centre environments is not only important to benefit the fabric of the area and for local residents, but also to ensure that the area remains attractive and pleasant in order to support the tourist economy.

There is a well-established Green Belt surrounding the urban areas, which is protected by its definition within the Warwick District Local Plan. The Local Plan is currently being reviewed, but it is anticipated that similar levels of protection will continue to be applied. This will concentrate future housing and employment development within or close to the established urban areas and will tend to intensify the effect of additionally generated traffic on the urban environment.

There are high levels of town centre residency in all the urban areas which, combined with the mixed shopping, office and employment within easy walking and cycling distance, provide good potential for increased use of alternative modes. Modal shift or increased use of alternative modes could help limit the impact of traffic on the environment.

Warwick District Council has undertaken an air quality review and has subsequently designated three Air Quality Management Areas (AQMAs) where exceedances of NO_2 are occurring regularly. These are located in the centre of Barford, the Jury Street/High Street area of Warwick and around the junction of High Street/Bath Street/Clemens Street in the Old Town area of Leamington Spa. Data on Air Quality exceedances is included in the Air Quality Strategy. Warwick District Council is currently a reviewing air quality data and the results of this review should be available by mid-2006. Following this review the County Council will need to work closely with the District Council to develop an Action Plan which maximises the potential and role of LTP measures in addressing air quality issues.

The air quality issues within Barford will be addressed with the forthcoming implementation of the A429 bypass (following the confirmation of the Orders by the Secretary of State in March 2004 after a successful Public Inquiry).

In Warwick a scheme that could significantly improve the air quality in Jury Street and High Street has been identified in detail. However, although the initially identified approach received some support, the more detailed scheme has proved to be contentious and not well received by the public. Further consideration of a way forward to improve air quality in this area and the wider town centre will need to be undertaken during this LTP and will most likely involve the recently set-up stakeholders Forum.

The air quality area in Leamington Old Town will be challenging to resolve due to the limited alternative routes for traffic on the key A425 east-west corridor, the physical nature of the tall buildings and the close proximity of the railway line overbridge. However, opportunities to address this may exist through the involvement of local stakeholders, integration with other LTP capital project delivery and the development of 'soft' measures such as travel plan initiatives, education and awareness programmes.

Noise and vibration from high volumes of traffic can be intrusive in residential areas and can detract from quality of life for those residents affected. An additional factor in Warwick, Leamington Spa and Kenilworth is the high number of historic and older buildings. These can be more susceptible to the impact of traffic due to different construction methods and, in the case of some listed buildings, restricted changes to the building structure. Furthermore, the use of 'soft' stone in some buildings and structures, particularly in Warwick, can leave them more susceptible to erosion and staining, which can be further exacerbated by high volumes of traffic emissions.

A poor environment for users can adversely influence the attractiveness of walking and cycling as an alternative mode. In this part of the County, the primary environmental disincentive appears to be traffic volume. However, the significant green areas within and surrounding the urban centres potentially offer opportunities to develop routes away from the main traffic flows. In exploiting these opportunities care must also be taken to ensure that routes relate to desire lines in order to maximise the potential for modal shift, as opposed to purely catering for recreational demand. Excess traffic speed can also reduce the attractiveness of walking and cycling, particularly in creating impediments to easy crossing and by intimidating these vulnerable road users.

To Improve the Safety and Security of People when they are using the Transport System

In 2004, there were 460 road casualties in Warwick District, with:

- 75 killed or seriously injured; and
- 385 slightly injured.

Continued improvements in road safety form an important part of the transport strategy for the area. This includes tackling the problem of the proportionally higher incidence of child road casualties.

Crime and fear of crime can deter walking, cycling and the use of public transport. Similarly, the perceived safety and security of parking may deter people from travelling by car to certain destinations. Existing CCTV schemes have produced encouraging results and further opportunities to address the problem of actual and perceived crime and safety in and around transport interchanges and facilities can be sought.

Outside the urban parts of the area, the safety issues primarily relate to enforcement, education and training, publicity and engineering measures. Inappropriate speed on rural roads, if not directly a potential accident problem can also adversely effect the environment for other road users and residents.

Integration of Transport

With three important railway stations (Warwick, Warwick Parkway and Leamington Spa), good integration between rail and other modes is key to taking full advantage of the available transport choices. Issues at Hatton and Lapworth stations are dealt with in the section covering Western Warwickshire.   Significant improvements have recently been made at Leamington Spa Station to improve bus, pedestrian and cycle access as well as the general facilities and environment of the station. However, the orientation of the main entrance still causes difficulties for convenient and direct pedestrian access from the nearby town centre, and the close proximity of the town centre also restricts the amount of land available for car parking.

The Warwick District Local Plan is currently under review, which provides a good opportunity to improve the co-ordination of land use planning and the provision of transport infrastructure. There is significant housing development in south west Warwick which the full completion of is anticipated to fulfil the majority of the District's housing needs up to the end of the next Local Plan period (2011). The Stratford-on-Avon District Local Plan is also currently under review, and will provide similar integration opportunities during the next Local Plan period (2011).

The high influence of the trunk road network in the strategy area, interaction with multiple authorities through the North/South Corridor, and the importance of the private sector in bringing forward rail proposals will require a high level of inter-agency cooperation for the successful delivery of the LTP objectives. This is particularly the case with the Highways Agency where the resolution of trunk road issues will support the delivery of environmental improvements, traffic management initiatives and provision for alternative modes.

Whilst good linkages between all policy areas are important, there are a number of linkages that have particular relevance in the towns of this area where limited and congested road space leads to high competition between different modes. Linkages that maximise the effectiveness of measures, both in financial terms and outcomes, include:

- The delivery of the Quality Cycle Corridor programme and the Safer Routes to Schools initiative, where high densities of schools share common catchments in corridors that serve areas of housing and employment;
- Tackling school travel issues and providing improvements for alternative modes to help reduce congestion;
- The delivery of Decriminalised Parking Enforcement, the distribution of town centre parking and the implementation of Park and Ride;
- The delivery of bus priority, passenger information and Intelligent Traffic Systems to manage traffic more efficiently; and
- Health policies and the provision of facilities for alternative modes, including recreational facilities.

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Picture 3.9 Launch of the Route 66 service in Leamington Spa

The Strategy

General

The Countywide Strategy set out in Part 2 of this LTP will be implemented in this area by:

- A continued focus on improving facilities for pedestrians, cyclists and motorcyclists, particularly within the urban areas;
- Continuing the implementation of the Safer Routes to School initiative, both in the urban and rural areas;
- Tackling the impact of school related traffic through the provision of attractive and safe alternatives, particularly for secondary school and colleges of further education;
- Promoting better public transport services (bus, rail and community transport), both in the urban and rural parts of the area, including a step change in public transport provision in the North/South Corridor and in Warwick and Leamington Spa;
- Improving facilities for transport interchange at the railway stations and bus station/main bus routes in the area;
- Continued maintenance of the highway network, including bridges;
- Carrying out an assessment of the accessibility needs of the community, particularly for disadvantaged areas or groups;
- Securing the provision of travel plans in relation to significant new development and encouraging existing large trip generators to adopt their own travel plans;
- Integrating land development proposals with accessibility improvements;
- Minimising traffic generation by encouraging new development in locations well served (or that have the potential to be well served) by a range of modes;
- Promoting road safety, and implementing casualty reduction schemes in corridors and at specific locations where known problem exist;
- Controlling and managing car parking provision, giving a high priority to improving the enforcement of parking regulations;
- Ensuring that sufficient short stay parking is available at a cost and convenience to support a vibrant town centre economy and measures to improve the efficiency of the existing highway network;
- Exploiting the linkage opportunities between the delivery of Decriminalised Parking Enforcement, the distribution of town centre parking and the delivery of Park and Ride to maximise the economic benefit to the town centres whilst reducing the impact of traffic;
- Maximising linkages between health policies and the provision of facilities for alternative modes, including recreational facilities;
- Working with Warwick District Council to identify an strategy and action plan to tackle air quality issues; and
- Reducing speeds in the urban areas in order to improve the environment for residents and vulnerable road users.

The remainder of this section sets out the key proposals that are likely to come forward in Warwick/Leamington Spa/Kenilworth/Whitnash during the lifetime of this LTP. These are covered under the following headings:

- Warwick, Leamington Spa and Whitnash;
- Kenilworth;

- The market town of Southam; and
- Other general area issues and improvements.

Warwick, Leamington Spa and Whitnash

Although Warwick, Leamington and Whitnash are three distinct towns with their own separate character, in transport terms, they can be considered as being similar to a single urban area. Key proposals for this area are illustrated in Figure 3.21.

Warwick, Leamington Spa and Whitnash - Key Proposals

Note:
Shows only those proposals that are site specific.
Area-wide and corridor measures are not shown
but are described in the relevant area sections.

Key

1 Warwick & Leamington Spa Park and Ride

2 Warwick Town Centre interim improvements

3 Leamington Urban Mixed Priority

4 Warwick - Kenilworth strategic cycle route

5 Warwick - Stratford strategic cycle route

6 Leamington - Rugby strategic cycle route

7 Woodloes to Aylesford Safer Routes to School

8 Improvements to Portobello Bridge

9 South West Warwick development

10 M40 Junction 15 (Longbridge)

11 M40 Route Management Strategy

12 A46 Stanks Island

13 A46 Route Management Strategy

Figure 3.21 Key Proposals in Warwick, Leamington Spa and Whitnash

During the previous LTP a preferred approach to traffic management in Warwick town centre based on preliminary investigations was identified. Subsequently detailed proposals to limit the impact of traffic on the town centre, improve pedestrian, cycle and public transport facilities as well as linkages between Warwick Castle and the town centre were developed. These were presented through a public consultation process, but their wholesale implementation was not well supported. Consequently, a package of interim traffic management measures was identified and endorsed by the County Council for implementation. Further consultation on additional traffic management measures will be undertaken during this LTP and to this end a consultative 'Forum' has been set-up & funded by the County Council. The outcome of these consultations will also influence the development and implementation of other future transport works in Warwick.

Leamington Spa has benefited from a successful bid to be one of the first five Urban Mixed Priority Route demonstration projects for DfT. The principle objective has been to reduce casualties, however the project is also taking the opportunity to adopt a holistic approach to implementation which is including the resolution of a number of maintenance issues. Following a successful reception at consultation supported by a high level of stakeholder involvement in the development of the scheme, the first stages of construction commenced in 2005/06 and be will completed by 2006/07.

Improvements for Pedestrians

As detailed in the County Council's Walking Strategy, measures will focus on the provision of safe and convenient crossing points to facilitate easy pedestrian movement and address safety issues. Specific areas where improved crossings, routes and priority will be sought, include:

- Improving the linkages to and from the employment and retail areas in South Leamington in the vicinity of Tachbrook Park Industrial Estate and the Shires Retail Park;
- Improving the linkages between Leamington Spa Station and the town centre;
- An improved route between Warwick town centre and Warwick Station;
- Improved links between the town centre and the employment areas of Warwick Technology Park and the Wedgnock and Lower Cape industrial areas; and
- The provision of new or significantly improved major pedestrian facilities at or on:
- Gallows Hill/Banbury Road junction, Warwick;
- Saltisford/Vittle Drive junction, Warwick;
- Warwick Road/Rugby Road, Leamington Spa;
- The Parade, Leamington Spa;
- High Street/Tachbrook Road, Leamington Spa;
- High Street/Bath Street, Leamington Spa;
- Adelaide Road/Avenue Road, Leamington Spa; and
- Avenue Road/Station Approach, Leamington Spa.

Improvements for Cyclists

Cycle route investment will be focused within the urban areas except to complete the Sustrans strategic routes between:

- Warwick and Kenilworth;
- Warwick and Stratford-upon-Avon; and
- Leamington Spa and Rugby.

Promotional work will include the publication of a cycle route map and guide for Warwick and Leamington Spa.

Within the urban areas the further implementation of the cycle route network will focus on completing separate North-South routes, one through Warwick and one through Leamington Spa and Whitnash. The East-West corridor linking the Warwick and Leamington via Emscote Road will also be developed. Specific measures will include:

- The completion of the Safer Routes to Schools link from Aylesford Secondary School to Woodloes Park.
- The completion of the Sustrans routes from the A429 Stratford Road to Warwick Railway Station and on to Kenilworth will share some sections of the SRTS route;
- The completion of a cycle route from Warwick town centre to Warwick Technology Park and on to the employments areas of Tachbrook Park and Heathcote;
- The completion of the Tachbrook Road cycleway from Queensway to High Street;
- The completion of the East-West corridor link to Leamington Spa;
- Provision of a Safer Routes to School link from Bishops Tachbrook to Leamington Spa;
- Provision of a Safer Routes to School from North Leamington School to the town centre; and
- Provision of improved cycle parking within each of the three town centres.

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Picture 3.10 Cycle lane on Emscote Road, Warwick

Public Transport –SPARK Major Scheme

To address the need for a 'step-change' in public transport provision in the Warwick/Leamington Spa area, the County Council submitted a Major Scheme bid with the Provisional LTP to secure the necessary funds to allow its delivery.

Unless action is taken, journey times are expected to increase dramatically and, in common with other urban areas in Warwickshire, the peak journey periods will also lengthen into the rest of the day. This will reduce air quality and have adverse impacts on the significant stock of heritage buildings in the two towns. Clearly, further residential development in the area will exacerbate the situation further.

Spare highway capacity is very limited. Due to the dense urban nature of the area there is very little potential of accommodating the projected traffic levels by increasing road space without compromising the historic urban built environment and encroaching on the relatively high number of urban green spaces protected by conservation areas.

As highway capacity cannot be significantly improved, the only feasible way to cater for increasing travel demand is through the introduction of a 'step change' in the coverage and quality of the local public transport network combined with measures to encourage more walking and cycling.

SPARK (Leamington **Spa** and Wa **r** wic **k)**will provide the 'step-change' in public transport that is essential. The scheme is built around the existing rail route within the area and its three local stations at Leamington Spa, Warwick and Warwick Parkway that will be developed as a local 'metro'. The proposal is a parallel Bus Rapid Transit that will serve the main Warwick-Leamington corridor and provide for interchange with the rail service and with local bus feeder services in key interchange points on the rail and BRT routes. The emphasis will be on quality and coverage and the scheme will include:

- A branded integrated public transport network;
- New accessible buses;
- Greater public transport coverage, frequency and hours of operation;
- Simplified fare structures and increase hours of operation.
- Real-time information displays at key points and interchanges;
- Real-time service information available on mobile phones;
- Bus priority at key junctions using of intelligent traffic management technology;
- A new bus terminal arrangements in Warwick
- A new bus terminal on the north side of Leamington Station;
- A Park & Ride for Leamington and Warwick; and,
- An integrated "School Links' Network to reduce car borne schools travel.

Other Public Transport Improvements

Other public transport related initiatives in the Warwick, Leamington Spa and Whitnash area include:

- Improvements to the pedestrian and cycle links to Warwick and Leamington Stations;
- Improved cycle and powered two wheeler parking at Warwick and Leamington Stations;

- Improved bus services between Whitnash and Lillington, and Whitnash and Warwick Hospital;
- Additional car parking at Leamington Spa Station;
- Warwick Station – Real Time Information Displays and Taxibus;
- Warwick Parkway – Additional car parking and Taxibus;
- Cubbington to Leamington Quality Bus Corridor (QBC);
- The introduction of a Quality Bus Initiatives (QBI) on the following corridors:
  - Leamington Spa – Tachbrook – Kineton – Stratford QBI;
  - Hatton Park – Warwick – Heathcote – Leamington QBI;
  - Lillington – Leamington Spa QBI;

- Improved bus information provision at Warwick Bus Interchange, Leamington Spa Parade and Leamington Spa Rail Station; and
- Working with partners to ensure minimum service levels at rail stations.

Picture 3.11 Bus information at Leamington Spa Railway Station

Parking

As detailed in the County Council's Parking Strategy, Decriminalised Parking Enforcement (DPE) is being pursued throughout Warwickshire and will result in a significant improvement in parking enforcement. In implementing DPE in Warwick, Leamington Spa and Whitnash, we will work closely with Warwick District Council. The implementation of DPE will be designed to compliment the LTP policies of altering the balance of long and short stay parking provision in the town centres, and by moving long stay parking provision to the peripheries and short stay closer to the centres in order to aid economic vitality. Implementation will include:

- A comprehensive review of existing on and off-street parking stock, charges and length of stay, signing and information - altering as demanded or justified;
- A review of the business case to determine the extent to which on-street parking charges may need to be applied; and
- The review and alteration of residents parking schemes in order to control displacement of parking onto residential streets.

The public transport SPARK scheme includes proposals for the development of a Park and Ride facility at Greys Mallory near the M40 (Junctions 13 and 14) to serve Warwick and Leamington Spa. Consequently, the delivery of a scheme in this area will be pursued during this LTP. Care will be taken to ensure that the delivery of Park and Ride and DPE will be complementary. However, the delivery of one will not be dependant on delivery of the other.

Motorcycling can play a positive role in helping to reduce congestion and provide a sustainable alternative to the car. We will seek to provide (in partnership with Warwick District Council) further free, secure and centrally located parking provision, both on and off-street.

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School Travel

There is a cluster of independent and state schools in Warwick, that together have a considerable impact on traffic levels in term time, particularly during the morning peak period. The independent schools tend to draw from a wide catchment area and, although bus services are provided, levels of travel by car are still high. In order to tackle this we will investigate the feasibility, and, if feasible, progression of a pilot Drop and Ride scheme to serve the schools of Warwick. In addition to other suitable sites around Warwick, this could utilise the proposed Park and Ride site at Greys Mallory to the south of Warwick and Leamington Spa.

In addition to the completion of the Aylesford – Woodloes Safer Routes to Schools cycle link, other measures to tackle the impact of school travel and improve the safety of those travelling will be pursued as and when identified. For example, we will seek to implement 20 school travel plans within Warwick, Leamington Spa and Whitnash over the period of the LTP.

Air Quality

The County Council will work with Warwick District Council to develop and implement an action plan to tackle the three Air Quality Management Areas (AQMAs).

Highway Improvements and Traffic Management Measures

Due to the historic nature of the road network in Warwick and Leamington Spa, there is little scope to significantly improve highway capacity within the urban area. As such, the highway network will be managed through:

- Continued support for major improvements to junctions 13, 14 and 15 on the M40, where existing congestion can affect travel habits and route choice with adverse consequences for Warwick and Leamington Spa;
- Continued support for improvements to the A46/A45 Tollbar End improvements as discussed on the North/South Corridor section;
- The use of Intelligent Transport Systems in Warwick and Leamington Spa to manage traffic flow and limit increases in congestion, whilst also improving conditions for pedestrians, cyclists and public transport users;
- The pursuit of improvements to the Portobello Bridge on the A445 Emscote Road corridor between Warwick and Leamington Spa in order to resolve a number of structural issues, improve safety and provide improved facilities for pedestrians and cyclists;
- The promotion and development of travel plans with new and existing major traffic generators;
- Seeking improvements for tourist information and access particularly from the south via the M40 and trunk road network; and
- Investigating the feasibility of a tourist shuttle between Stratford-upon-Avon and Warwick Castle to encourage visitors into Warwick town centre, but without generating additional car movements.

Kenilworth

Key proposals in the Kenilworth area are illustrated in Figure 3.22.

Kenilworth Area - Key Proposals
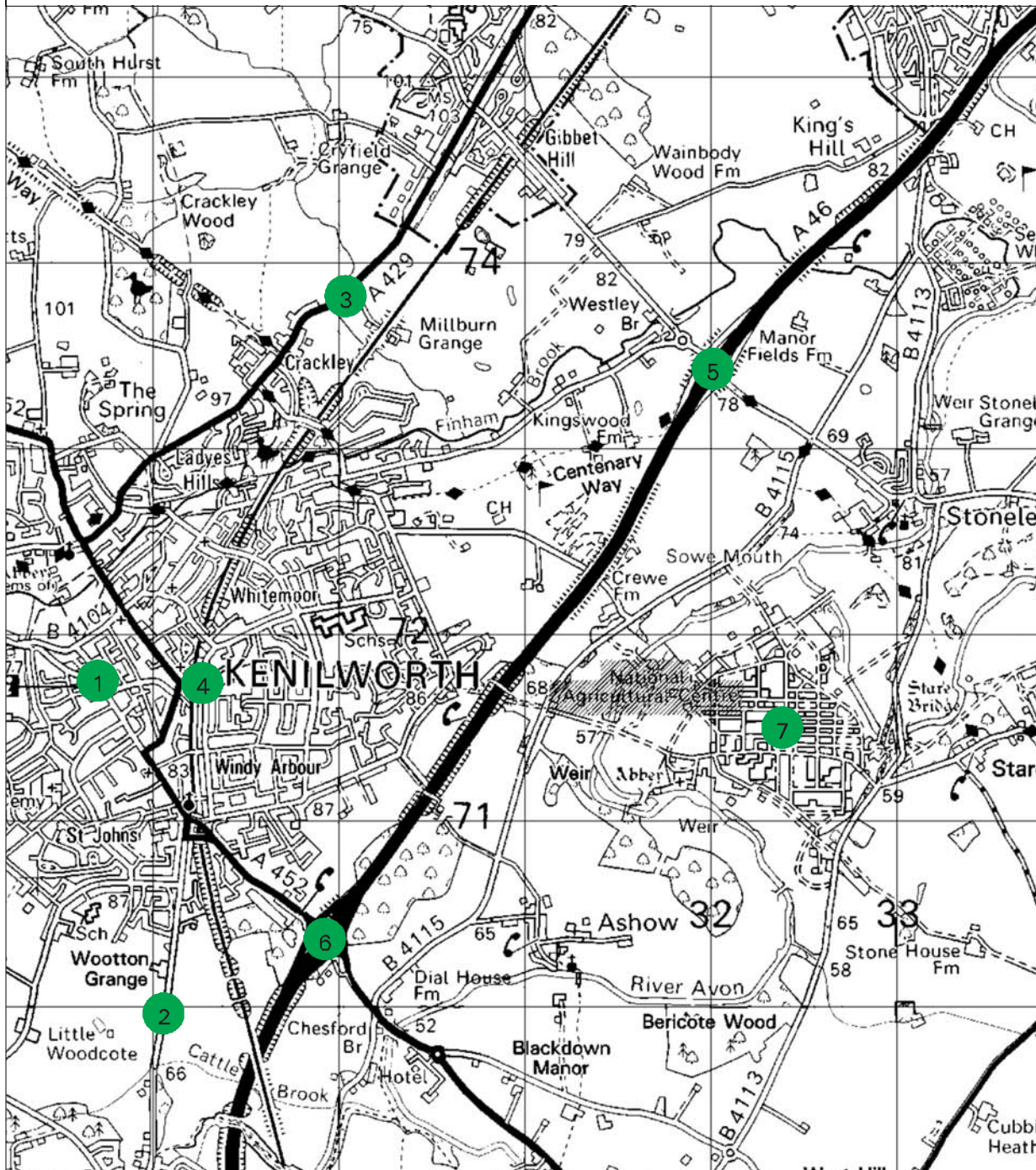
Note:
Shows only those proposals that are site specific.
Area-wide and corridor measures are not shown
but are described in the relevant area sections.

Key

1 Kenilworth town centre redevelopment

2 Kenilworth - Warwick strategic cycle route

3 Kenilworth - Coventry strategic cycle route

4 Kenilworth Station

5 A46 Stoneleigh Interchange

6 A46 / A452 Thickthorn Island

7 National Agricultural Centre, Stoneleigh

Figure 3.22 Key Proposals in Kenilworth

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Kenilworth Town Centre Redevelopment

During the first LTP period, the County Council, Warwick District Council and Kenilworth Town Council have come under increasing pressure from businesses and citizens within Kenilworth to bring forward improvements to the town centre. In response to this, the County, District and Town Council agreed to prepare a Town Centre Action Plan to set out the way forward for Kenilworth over the next 5-10 years.

A number of options were put forward in a wide-ranging consultation exercise, which was undertaken during 2004 to establish public opinion and support for a variety of schemes and proposals. Central to the consultation was the provision of a new supermarket in the town centre, and associated improvements to the Talisman Square shopping centre. Provision of a single 'One Stop Shop' for advice on District/County services (Kenilworth Connection) relocated community facilities and a new police station also formed part of the consultation.

Response to the consultation was comprehensive and generally supportive of the proposals. A number of comments were received regarding the likely traffic and transport impact of the development options.

The County Council has tested the traffic impact of a number of development scenario options on the transport network of the town. Key issues in relation to traffic and transport that have emerged are:

- Changes to traffic management to cater for access to the town centre as well as access for the wider town;
- Access for HGVs making deliveries to the town centre;
- On and off-street parking provision;
- Improvements for pedestrians, including the provision of pedestrian priority streets;
- Improvements for cyclists;
- Bus service and infrastructure provision; and
- Retention of accessibility options from the town centre to the proposed site of Kenilworth Railway Station.

Measures to address these issues are linked to the implementation of the development proposals and will be pursued as these are bought forward.

It is anticipated that the Kenilworth Town Centre Action Plan will form a key input to the preparation of the District Council's first Local Development Framework for the area in the next five years. The County Council will continue to work in partnership with the District and Town Councils during this LTP period to develop and implement the Town Centre Action Plan.

Walking and Cycling

Many improvements to the pedestrian environment are linked to the town centre redevelopment, including facilities on Station Road.

The following cycle routes will be pursued:

- Completion of the Sustrans cycle route from Warwick through Kenilworth and on to Coventry;
- Improvements to the East-West links from the town centre across the railway line as part of the development of the railway station proposals; and
- The delivery of a cycle link from Kenilworth to Warwick University, in conjunction with Sustrans and Coventry City Council.

Public Transport

The County Council is also committed to pursuing the provision of a new station on the Leamington Spa to Coventry rail line to serve Kenilworth, and by changing trains allow journeys to Warwick, Stratford and other onward destinations. The preferred site for the new station is located near to the town centre off Priory Road, and has been identified in the Second Deposit Draft Warwick District Local Plan. It is envisaged that the station would include parking facilities, a Kiss and Ride drop-off point, taxi provision and bus/rail interchange facilities. A network of cycleways and footways will provide links with the local residential areas and the town centre. Delivery of the station is dependent on identifying and securing the required capacity in the rail network and, as detailed in the North/South Corridor Strategy, work to do this will continue during this LTP with a view to full delivery of the station.

A Bus Information Point will be provided in Kenilworth Town Centre.

Parking

Decriminalised Parking Enforcement will be implemented in Kenilworth as part of the proposals for Warwick District (see above).

Southam Market Town Initiative

Southam is a busy market town in Stratford-on-Avon District, located approximately mid-way between Leamington Spa and Daventry in Northamptonshire. There is significant interaction between Southam and the towns of Northampton, Banbury and Daventry, both in transport and economic terms. Enabling the economic interaction to continue and prosper will need to be a key consideration when bringing forward proposals in Southam during this LTP period. Southam also benefits from the rail link at Rugby, the use of which will be encouraged. During the LTP period we will collaborate closely with Oxfordshire and Northamptonshire County Councils to improve public transport provision, particularly on cross-boundary rural bus services.

Over recent years, the town has benefited from the formation of the 'Vision 4 Southam' Partnership, which is taking a lead in developing regeneration initiatives to improve the town. Over the period of the LTP we will work with Stratford-on-Avon District Council, Vision 4 Southam, and other partners to develop a package of measures to address transport issues in Southam and its environs. If feasible and justified these may include:

- The development of Flexibus and other similar services to build on existing service provision and links to urban centres and feeder corridors;
- A mobility audit of the town centre, including an accessibility review of local car parking facilities (particularly disabled parking);
- Footway widening and streetscape improvements;
- Pedestrian and cycle crossings;
- Improved cycle parking;
- Provision of traffic calming and/or gateway features;
- Safer Routes to Schools, including a better pedestrian crossing on Welsh Road East and at a number of junctions on the main High Street;
- Improved safety and layout of bus stops within the town centre (in conjunction with local operators and bus users);
- Improved signing to the local canal network and Millennium Cycle Network; and
- Information provision and education.

Other General Area Issues and Proposals

Highway Improvements and Traffic Management Measures – Barford Bypass

The need for a bypass of Barford on the A429 between Warwick and Wellesbourne was identified in the 2000 LTP, with the principal objective of reducing the environmental impact of vehicular traffic on the village of Barford. Following a Public Inquiry and favourable recommendation by the inspector, funding and final approval was secured early in 2005. The scheme, compromising of approximately 1.95km of single carriageway highway to the west of the village, will commence in October 2005 and should be completed by April 2007.

Coventry Airport

The operators of Coventry Airport at Baginton in Warwickshire have recently proposed significant improvement and expansion of their facility. These are subject to a Public Inquiry, currently in progress at the time the Provisional LTP is due for submission. The County Council submitted to the local planning authority, Warwick District Council, that the proposals should not be approved until the District Council is satisfied that:

1. The proposal would be compatible with the Government's new national air transport policy;
2. Assessments of noise impacts on the local community are adequate and demonstrate that those impacts identified would be acceptable, and
3. The Highways Agency has confirmed the acceptability of the proposal in relation to surface access onto the A45 and the impact on the A45/A46 Tollbar End junction.

Should the Airport be given permission to expand its service portfolio, the following improvements are likely to be sought:

- Preparation of an Airport Surface Access Strategy;
- Improvements to the A45/A46 Tollbar End roundabout;

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- Improvements to public transport accessibility, both to/from Coventry and Warwickshire; and
- Improvements to walking and cycling facilities.

These improvements would be pursued jointly with the Highways Agency and Coventry City Council.

Warwick University

The County Council is aware that Warwick University is currently consulting on master plan proposals for expansion of their facilities. The County Council has entered into preliminary discussions with the University over the access requirements of the proposed expansion. Specific problems that are being discussed include the following:

- The impact of the proposed expansion on the A46 Stoneleigh Interchange, albeit with the provision of an upgraded junction at this location as part of the expansion of the National Agricultural Centre;
- The impact of increased traffic flows at the Stoneleigh Road/Dalehouse Lane roundabout;
- The impact of increased traffic on Stoneleigh Road, and at the junction of the A429 Kenilworth Road with Stoneleigh Road and Gibbet Hill Road (located within Coventry City);
- In light of the above issues, the need for either an upgrade of Stoneleigh Road and the junction at Gibbet Hill, or the provision of new highway infrastructure to improve access to the University from the A46;
- The need for robust parking management;
- The need for improved public transport provision to the University, particularly from Leamington Spa and Coventry city centre;
- The need for improved pedestrian and cycle facilities; and
- Other measures such as the need for a revision to the established University Travel Plan.

Given the location of the University on the Warwickshire/Coventry boundary and the likely impact of the proposed expansion on access from the A46, the County Council intend to work in partnership with Coventry City Council and the Highways Agency to identify a coherent transport strategy to support the expansion of the University.

South West Warwick

A large development of housing and employment to the South West of Warwick Town Centre has been bought forward during the first LTP and will be completed during this plan period. The development will consist of approximately 1200 houses and 25 Ha of employment land and is required to provide significant funding towards transport improvements to benefit the town centre and bus services (amongst other community facilities and improvements to the Longbridge M40 Junction 15). The development will provide new road links between the A4189 Hampton Road and the A429 Stratford Road, including a schools drop of point which will provide significant traffic relief to the Shakespeare Avenue residential area. How the funding from the development will be used will be informed by debate and recommendations from the Warwick Town Centre Forum, on which sit all major stakeholder organisations in Warwick. The County Council will then consider the recommendations of the Forum before future transport measures in Warwick are agreed.

Freight

The development of countywide freight routes through the Freight Quality Partnership will be supported and the need and opportunity out of town HGV parking facilities explored.

As part of the process of identifying and publishing Freight Quality Corridors through the Freight Quality Partnership the need for environmental weight restrictions will be reviewed.

In order to minimise any disruption to the operation of town centres during peak traffic periods and to improve the environment for shoppers, the potential for restricted delivery periods will be explored with Warwick District Council, Town Councils, traders and other stakeholders within the main towns.

Community Transport and Rural Access

During this LTP community transport initiatives will develop and build on existing transport brokerages, Dial-a-Ride schemes, Car share schemes and moped loan schemes as part of the countywide strategy to support local needs and levels of demand. We will seek to secure on-going funding commitments to support Rural Transport Partnerships. We will also seek opportunities to deliver new demand responsive community transport facilities.

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Travel Plans

The County Council intends to pilot a Car Share Database from its offices in Warwick, which will also be open to other businesses in the area. If this proves to be successful, it is likely that the scheme will be made available for use by the general public.

Hatton

The village of Hatton on the A4177 Warwick to Solihull road has recently been subject to significant expansion due to a number of allocated housing developments. As part of the development and delivery of wider transport initiatives such as improvements to Warwick Parkway and the SPARK project, measures to improve access to transport will be sought. Additional parking capacity is proposed at Hatton Station on the Birmingham to London Marylebone line as part of the Warwickshire Quality Rail Partnership.

Motorways and Trunk Roads

The key motorway and trunk road issues affecting this area are explained in the North/South Corridor chapter.

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Southern Warwickshire

Introduction

This section of the Local Transport Plan covers the area shown in Figure 3.23, which includes the towns of Stratford-upon-Avon and Shipston-on-Stour, and their surrounding rural hinterland. Southern Warwickshire is formed of the majority of Stratford-on-Avon District, excluding the western area (see the section on Western Warwickshire) and the town of Southam (see the section covering Warwick/Leamington Spa/Kenilworth/Whitnash). Its socio-economic characteristics however, are represented by statistics related to Stratford-on-Avon District.

Southern Warwickshire has strong demand for travel links with Warwick, Leamington Spa, Birmingham, Redditch, and Banbury. The County Council has worked in close partnership with Birmingham City Council, Gloucestershire County Council and Oxfordshire County Council during the development of proposals for this part of Warwickshire.
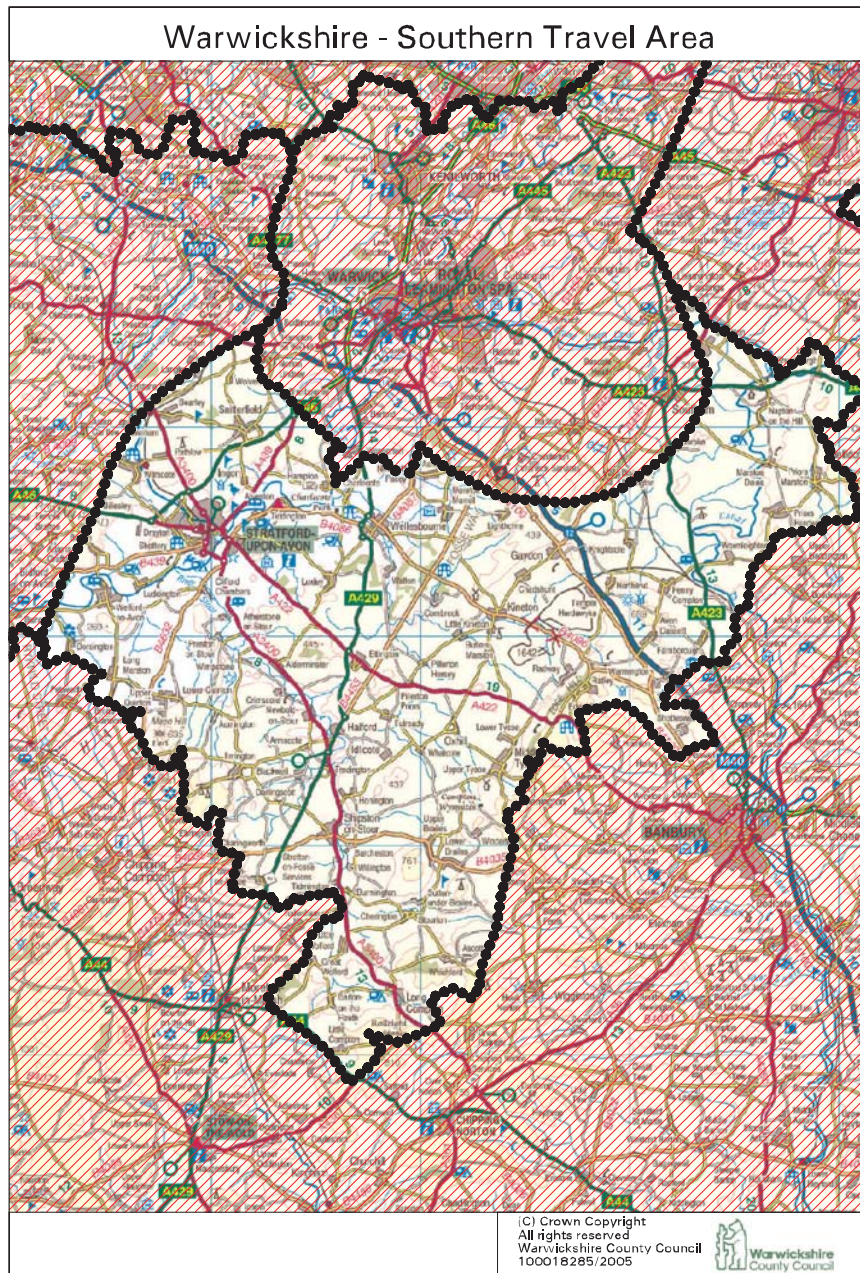
Figure 3.23 Southern Warwickshire Travel Area

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The Shared Priorities in Southern Warwickshire

While all four Shared Priorities are reflected in the plans for Southern Warwickshire, the most pressing local priorities are related to reducing congestion in order to develop the visitor economy. The key local priorities include implementation of agreed measures in the Stratford Transport Strategy to maintain the competitive position of Stratford-upon-Avon as a world tourist destination and support the renaissance of the town as proposed in the master plan for the town centre. This will be informed by the emerging Urban Design Framework for the town, which developed alongside a review of the Stratford Transport Strategy. A presumption to improve road safety underlies all relevant local priorities, schemes and initiatives. Similarly, there is a fundamental intention to prevent deterioration in air quality across the area.

The Overall Context

Population

The population of the District in 2003 was 115,200, up 20.5% since 1971. Forecasts by the Office for National Statistics suggest that this trend will continue and that the District's population will increase between 2005 and 2011 by more than the average for Warwickshire.

Social Issues

The mean household income in the District is above the Warwickshire average. The District as a whole performs well in terms of the Index of Local Deprivation. However, there are variations within the District, with some areas having relatively high levels of deprivation in terms of access to goods and services due to their rural characteristics.

The Economy

Stratford-on-Avon District is the best performing district in the County in terms of employment change. The trend in job numbers in the District has seen an increase since the early 1990s. There has been rapid growth over the last 10 years.

The Environment

This part of the County has a number of environmental assets, including the historic town of Stratford, the River Avon and the Burton Dassett hills. The southern edge of the area lies within the Cotswolds Area of Outstanding Natural Beauty (AONB).

Travel Patterns

Road Traffic Growth

Over the last 10 years, traffic growth has been 13% in Stratford-upon-Avon. This compares with the average for Warwickshire's towns of 11.9%.

Stratford upon Avon - Traffic Growth
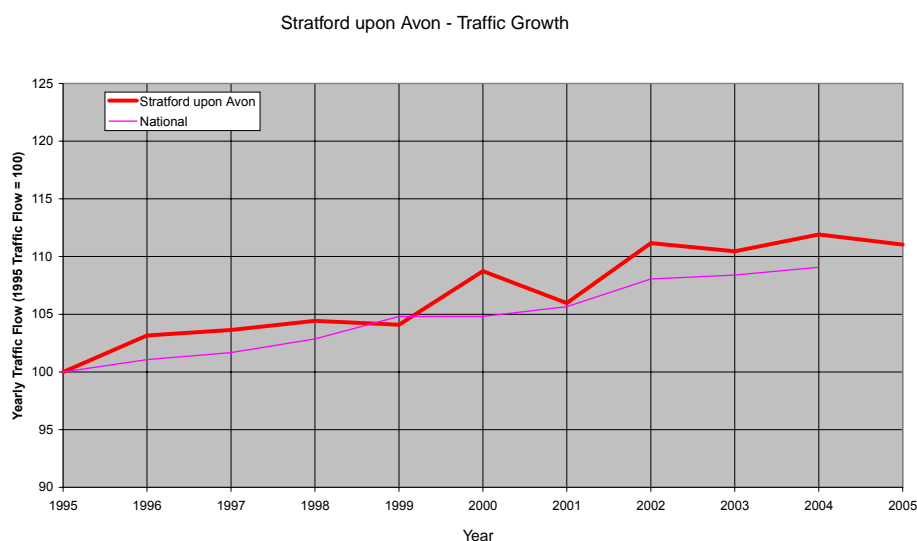
Figure 3.24 Traffic Growth in Stratford upon Avon 1995 - 2005

3 Part 3 - The Area Strategies

Modal Split

The modal split for the journey to work in Stratford-on-Avon District (Table 3.12) is generally similar to that of Warwickshire a whole, with the car being the dominant form of transport for travel to work. However, use of public transport is significantly lower than in any other district of Warwickshire, and only a third of that of shire counties as a whole.

Stratford District – Journey to Work Modal Split (Source: 2001 Census)				
	Car	Public Transport	Bicycle	Walk
Stratford District	70.4%	3.0%	2.6%	9.4%
Warwickshire	71.2%	4.7%	2.9%	9.7%
English Shire Counties	66.8%	7.6%	3.1%	10.1%

Table 3.12 Modes used for the journey to work

Table 3.13 below shows a summary of school travel patterns in the District. The modal split for school journeys in the Borough is similar to the modal split in Warwickshire as a whole, with a strong reliance on the car and walking.

Stratford District – Journey to School Modal Split (Source: WCC)				
	Car	Public Transport	Bicycle	Walk
Stratford District	39%	26%	1%	31%
Warwickshire	37%	15%	4%	43%
UK	30%	14%	1%	46%

Table 3.13 Modes used for the journey to school

Transport Problems and Opportunities

Southern Warwickshire is a relatively prosperous part of the County. That prosperity however brings pressures in term of growth that needs to be recognised and managed.

A Fairer, More Accessible Transport System

Southern Warwickshire exhibits many of the same problems in terms of achieving an inclusive, accessible system as the rest of the County. The large rural hinterland of the area with its dispersed population is difficult to serve with convenient and frequent public transport. The County Council will continue to work with the principal bus operators in the area to improve intra and inter-urban services to serve Stratford town centre and its hinterland.

Picture 3.12 Bridge Street, Stratford upon Avon

Part 3 - The Area Strategies 3

Full Employment and a Strong, Sustainable Economy

Good access to and within Stratford-upon-Avon is vital to maintain its role as a world-renowned tourist destination.

Increasing congestion in Stratford town is expected in future years, due to increasing car usage, predicted changes in population and employment and new development. This trend could affect Stratford's economy unless the Stratford Transport Strategy, involving the provision of appropriate access improvements for all modes, is implemented over the forthcoming LTP period and beyond.

One barrier to the improvement in accessibility has been a lack of enforcement of parking restrictions across the District, and particularly within Stratford-upon-Avon itself. This lack of enforcement has resulted in long term parking (i.e. parking by commuters) restricting opportunities for short stay parking (i.e. parking by shoppers). This problem has recently been addressed by the introduction of Decriminalised Parking Enforcement (DPE) throughout Stratford District.

Reduction of Transport Impact on the Environment

Within Stratford-upon-Avon, traffic causes adverse impacts in terms of noise, visual intrusion and pollution, especially in Bridge Street, High Street, Guild Street, on the Bridgeway gyratory system, and along the Arden Street/Grove Road route that circumvents the town centre. The environment of some residential areas also suffers from 'rat running' traffic and inappropriate on-street parking by lorries and other vehicles. Elsewhere, abuse of residents' parking schemes is now being addressed by DPE.

While tourism within Stratford-upon-Avon brings major benefits to the local economy, it also causes problems in certain residential areas of the town. A large number of vehicles (including coaches) travel on unsuitable, minor roads through the Shottery area to Anne Hathaway's Cottage, whilst the Old Town area is affected by traffic visiting Shakespeare's burial place at Holy Trinity church.

The impacts felt in the remaining small towns and villages in the rural areas of Southern Warwickshire are mainly related to through traffic, especially HGVs, and to high vehicle speeds.

To Improve the Safety and Security of People when they are using the Transport System

In 2004, there were 485 road casualties in Stratford-on-Avon District, with:

- 113 killed or seriously injured; and
- 372 slightly injured.

The number of people killed or seriously injured on Warwickshire's roads has reduced significantly in recent years and the figures for Stratford District reflect this.

Integration of Transport

At present there is no integration between bus and rail services at Stratford railway station. This issue however is to be addressed by the provision of a new bus/rail interchange linked to the proposed redevelopment of the former cattle market site (as described below). Some cycle parking has been provided at the station in recent years, but further provision is required to meet demand.

Conclusions

In summary, the main transport problems in Southern Warwickshire are:

- The lack of public transport services in rural areas;
- Regular congestion on the highway network at some locations in Stratford-upon-Avon, with the potential for more congestion in the future;
- The difficulty in balancing ease of access to Stratford town centre and its nationally important tourist sites with limiting the environmental impact of vehicles on those areas;
- The adverse environmental impact of vehicles on residential areas within Stratford-upon-Avon;
- The numbers of casualties resulting from road traffic accidents; and
- The lack of bus/rail integration at Stratford-upon-Avon railway station.

3 Part 3 - The Area Strategies

The Strategy

General

The Countywide Strategy outlined in Part 2 of the LTP will be implemented in this area by:

- A continued focus on improving facilities for pedestrians, cyclists and motorcyclists, particularly within the urban area of Stratford-upon-Avon;
- Continuing the implementation of the Safer Routes to School initiative;
- Promoting better public transport services (bus, rail and community transport), both in the urban and rural areas;
- Promoting better bus and rail facilities, including the development of a bus/rail interchange at Stratford-upon-Avon railway station;
- Promoting better rail services and facilities, including the development of a new Stratford Parkway station at Bishopton;
- Provision of a further Park and Ride site to serve the southern and eastern approaches to Stratford-upon-Avon;
- Continued maintenance of the highway network, including bridges;
- Integrating land development proposals with accessibility improvements;
- Securing the provision of travel plans in relation to major new developments, and encouraging existing large trip generators to adopt their own travel plans;
- Controlling and managing car parking provision, and continuing to give a high priority to the enforcement of parking regulations;
- Promoting alternatives to the use of the private car;
- Promoting road safety, and implementing casualty reduction schemes in corridors and at specific locations where known problem exist;
- Implementing a programme of traffic management and highway improvements, including a Stratford Western Relief Road should housing development in the western Stratford-upon-Avon area be brought forward.

The remainder of this section sets out the key proposals that are likely to come forward in Southern Warwickshire during the lifetime of this LTP. Key proposals in the Stratford-upon-Avon area are illustrated in Figure 3.25.

Figure 3.25 Key Proposals in the Stratford upon Avon Area

3 Part 3 - The Area Strategies

Stratford Transport Strategy

A transport strategy for Stratford upon Avon was developed through numerous studies and a process of consultation with stakeholders and the public during 2002 and 2003, and was the subject of a Major Scheme Bid in the 2003 LTP Annual Progress Report. Although this was not accepted, the County Council has already been able to implement some elements of the strategy, giving priority to the introduction of measures to maintain and enhance the economic vitality of Stratford town centre. These include a comprehensive Urban Traffic Management and Control System and Decriminalised Parking Enforcement with charging for on-street parking. The objectives of these measures are to:

- Reduce traffic circulation and improve safety;
- Improve the turnover in short-stay on-street parking spaces;
- Provide real-time information for car parks and ensure that car parks are used efficiently;
- Provide demand-responsive traffic signal control; and
- Provide on-line routing advice.

The Southern Relief Road Eastern Extension, linking the A422 Banbury Road with the A3400 Shipston Road, has also recently been completed and provides access to the major new Bridgetown housing development and some relief to the congested A3400 Clopton Bridge. A motorcycle park, one of the first of its type in the country, has also been provided recently within the town centre.

It is proposed that the Stratford transport strategy be reviewed in the light of the recent local plan, which affects housing allocation in the Stratford-upon-Avon town centre area. It is envisaged that this will take place concurrently with the production of a comprehensive Urban Design Framework by the District Council, County Council and Advantage West Midlands. It is intended that the UDF will be used to establish some formal supplementary planning guidance.

The remainder of this section sets out the key proposals that are likely to come forward in Southern Warwickshire during the lifetime of this LTP. Schemes denoted 'STS' form part of the agreed package of measures within the Stratford Transport Strategy.

Transport and Development

Transport and the Local Plan

Stratford District Council's Local Plan Review, which was the subject of a public inquiry in 2004, supports the proposals in the Stratford Transport Strategy, and also provides for the securing of funding where appropriate through developer contributions. In turn, the strategy addresses the traffic impacts of the development proposals included in the Local Plan Review.

Other Development Opportunities

The former MOD base at Long Marston on the Warwickshire/Gloucestershire border has recently been purchased by St. Modwen Properties plc. The County Council and Stratford District Council are in the early stage of discussions with St. Modwen over the future redevelopment of the site. The site, which is rail connected, is likely to require improvements to its accessibility, not least in terms of improvements to public transport penetration and enhancements to the local highway network.

Picture 3.13 Long Marston redevelopment site

Market Town Initiative

The aim of the market town initiative is to regenerate the environment and attractiveness of local centres. Shipston-on-Stour has been identified as one of a number of market town schemes within Warwickshire. A number of improvements have been identified that will positively affect the transport system in this town. These include the following:

1.   Improved town centre signage for visitors;
2.   Investigation of a potential re-launch of the Red Route leisure cycle facility;
3.   Improvement to transport facilities and services for local residents to access leisure facilities in the Stour Valley; and
4.   Improvements to the layout of bus stop facilities within the town centre (subject to local stakeholder consultation and consensus building).

The County Council will work with the District Council to identify and try to address transport problems in Wellesbourne and Kineton.

Air Quality

There are currently no known problems with air quality within this part of Warwickshire. Monitoring of air quality within Stratford-upon-Avon town centre will continue to be undertaken by Stratford District Council.

Public Transport Improvements

Bus

Inter-Urban Quality Bus Corridors

Inter-urban bus services linking Stratford to the other main towns within Warwickshire, and to important destinations in neighbouring counties, require improvement. Therefore it is proposed to develop a Stratford-Wellesbourne-Warwick-Leamington Spa Quality Bus Corridor (QBC) in the short to medium term, and a Stratford-Solihull- BIA/NEC-Coleshill-Tamworth QBC in the medium term.

Bus Information Points

If funds are available, it is proposed to provide Bus Information Points in the centre of Kineton, Wellesbourne and Shipston-on-Stour in the short to medium term. A Bus Information Point will also be provided at the proposed bus/rail interchange at Stratford-upon-Avon railway station (see below). The provision of Real Time Information Displays at the station will also be investigated.

Low-floor buses

The number of low-floor buses on the 77 Stratford-Kineton-Tachbrook-Leamington Spa service will be increased in the short term via the implementation of a Quality Bus Initiative (QBI) in partnership with Stagecoach in Warwickshire.

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Stratford town centre service (STS)

A high frequency Stratford town centre shuttle service, linking tourist destinations and using environmentally friendly vehicles, is proposed.

Rail

Stratford Parkway

The development of a new parkway-style station in the Bishopton area on the Shakespeare Line, which connects Stratford-upon-Avon and Birmingham, is proposed in the County Council's Passenger Rail Strategy. This facility, located alongside the bus-based Park and Ride site that opened in 2005, would also provide access to the recently improved Stratford-Leamington Spa-London service, which is now operated by Chiltern Railways. Although a previous study commissioned by the County Council only identified limited potential for a parkway facility, changes in circumstances since then (including the revised operation of the Stratford-London service and the near-capacity operation of nearby Warwick Parkway) now appear to favour its viability in the short/medium term.

Station Improvements

Station improvements on the Stratford-Leamington Spa line will be delivered via a Quality Rail Partnership involving the County Council and Chiltern Railways. A number of station improvements on the Shakespeare Line are also proposed.

Picture 3.14 Cycle storage facilities at Stratford Station

Service Improvements

An enhancement of services on the Shakespeare Line has recently been secured.   The County Council will support Network Rail in its intention to improve operational flexibility at Stratford-upon-Avon station.   Further improvements to the frequency of local passenger services between Stratford and Leamington Spa and services on the Cotswold Line between Hereford, Worcester, Evesham, Moreton-in-Marsh and London will also be sought. Although located wholly outside the County, the Cotswold Line provides an important rail-head for people living in this part of Warwickshire given the proximity of stations at Evesham, Pershore and Moreton-in-Marsh to the County boundary.

Reopening of the Stratford – Honeybourne line

The possibility of reopening the former railway line connecting Stratford-upon-Avon and Honeybourne has been raised in the past by the rail industry as an alternative route between the Midlands and the South West. The County Council has previously expressed concern over the potential environmental and road traffic effects of this proposal within Stratford-upon-Avon, particularly given:

- The proximity of the route to a substantial number of residential properties; and
- The likely impact on the Evesham Place roundabout and the A4390 Seven Meadows Road.

Unless there are local benefits to the scheme, it is unlikely that the County Council would be able to support such a proposal if it were to be promoted in the future by the SRA or its successor.

Community Transport

Enhanced facilities for community transport passengers will be provided at Stratford-upon-Avon rail station as part of the proposed bus/rail interchange facilities. Enhanced facilities and information will also be provided where appropriate at all existing/new Bus Information Points (e.g. Kineton, Wellesbourne and Shipston-on-Stour).

The County Council will investigate demand responsive and flexible services as feeder services into key transport corridors and existing/future Quality Bus Corridors.

In line with the Community Transport Strategy, the County Council will promote the mainstreaming of community transport services in order to sustain established community transport initiatives. This includes the countywide 'Wheels to Work' moped loan scheme.

Opportunities will be sought to support or introduce schemes that, operated in the community and voluntary sector, can achieve the benefits of partnership working (e.g. the Back & 4th Transport Brokerage scheme in Stratford-upon-Avon).

Taxis and Private Hire Vehicles

Enhanced facilities for taxis and private hire vehicles will be provided at key interchanges consistent with the aims set out in the Public Transport Interchange Strategy.

The County Council will develop taxibus services to meet specific demand in the County where conventional public transport is neither operationally or economically appropriate.

Stratford Bus/Rail Interchange (STS)

A new bus/rail interchange at Stratford railway station will be sought as part of the redevelopment of the Cattle market site. The interchange will include a layover facility and thereby avoid the need for bus layover to take place in Wood Street, which currently causes congestion. The Local Plan Review Inquiry Inspector has endorsed the scheme.

It is proposed to provide a Bus Information Point at the bus/rail interchange at Stratford station. The provision of Real Time Information Displays at the station will also be investigated.

Improvements for Walking and Cycling

Pedestrians

Bridge Street Pedestrian/Environmental improvement scheme (STS)

Bridge Street is the widest and most important shopping street in Stratford town centre, with transverse parking on both sides of the road but relatively narrow pavements. There is a large flow of pedestrians using this route both for shopping purposes and as an important thoroughfare between the riverside parking areas, other shopping streets and Shakespeare's Birthplace in Henley Street. Current conditions for pedestrians are inadequate; the on-street parking is intrusive and the volume of pedestrians can exceed the capacity of the pavement. Passengers waiting at bus stops contribute to congestion on the pavements and there are no bus shelters (due to a lack of space). The road has a poor accident record and frequent and unsafe double parking impedes the traffic flow, which in turn affects the environmental quality of the area.

The proposed pedestrian/environmental improvement scheme has in the past been the subject of a consultation exercise and has the strong support of stakeholders. It would involve a significant reallocation of road space through the narrowing of the carriageway and very considerable widening of the pavements. Initially an improvement scheme can be delivered that allows for two-way traffic until further highway capacity improvements are made within the town centre. One-way traffic westbound could then be provided, with cycles and buses only eastbound. The scheme would include features to slow traffic, a number of pedestrian crossing points, and improved bus stop facilities. The scheme would contribute greatly to improving the quality of experience of the principal town centre street for residents, shoppers and tourists alike, with possible features including seating, kiosks, trees, and pavement cafes.

High Street and Waterside/Southern Lane (STS)

Further pedestrian priority measures in High Street and Waterside/Southern Lane, involving widened footways and also closure to traffic during part of the day, access will be maintained to residential properties and businesses on these roads.   This is likely to be brought forward as part of the revitalisation of the Waterfront and Shakespeare Theatre area.

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Bridgeway/Bridgefoot traffic signals (STS)

A signalled crossing at the Bridgeway/Bridgefoot junction on Stratford's gyratory system was recently implemented. This will provide a safe crossing of the main barrier between the major car parks and town centre and thereby improve the accessibility of the centre.

Pedestrian bridge over the Stratford- Birmingham railway line at Bishopton (STS)

This would link residential and employment areas on both sides of the railway, especially serving a major new housing development at The Avenue.

Cycling

Pedestrian/cycle link between Birmingham Road and Alcester Road (STS)

This scheme would provide a direct link for educational, work, and shopping trips between areas east and west of the Stratford- Birmingham canal and railway. The canal would be crossed via a new bridge.

Birmingham Road, Stratford-upon-Avon

A scheme to provide improved facilities for cyclists on Birmingham Road in Stratford-upon-Avon will be developed and implemented during the LTP period.

Tiddington Road, Stratford-upon-Avon

The County Council will keep under review the need for improved cycle provision between Tiddington and Stratford-upon-Avon town centre.

Safer Routes to School

Opportunities to deliver further Safer Routes to School schemes in this area will be identified during the lifetime of this LTP.

Powered Two Wheelers

Improvements for powered two wheelers will be made in line with the proposals contained in the County Council's Powered Two Wheeler Strategy.

Parking

Bishopton Park and Ride Site (STS)

A 750 space Park and Ride site is currently being developed at Bishopton, close to the A46/A3400 roundabout to the north of Stratford. The site opened at the end of 2005

Equipment will be installed to link the site to Stratford UTMC car park management and route advisory systems, which will provide constant monitoring of its occupancy and activate variable message signs on the approaches to Stratford from the east, north and west (A46 (E), A3400, A46 (W) respectively) to advise on the number of spaces available and encourage use of the facility.

Bus services run at 10-minute frequency from the site to Stratford town centre, and will be given priority at traffic signals on the way by the UTMC system. In future, if the bus/rail interchange at Stratford railway station is completed, some of the services will stop there on their way to and from the centre.

These services, delivering a large number of car-borne workers, shoppers and tourists swiftly to town centre destinations, will complement the stricter control of illegal on-street parking in the town centre now occurring under DPE. A reduction in the volume of traffic entering the town centre on the Alcester, Birmingham and Warwick Roads is expected, and these reductions will lead to decongestion benefits.

There is space to extend the Bishopton site to a total of 1000 spaces in the future, should demand begin to outstrip the current maximum number of spaces. A second Park and Ride site located near the Southern Relief Road/Shipston Road roundabout south of the River Avon will be progressed within the programme period if the Bishopton site proves to be a success.

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Highway Improvements and Traffic Management Measures – County Roads

Stratford Leisure and Visitor Centre Link Road (STS)

A new access into the public car park and coach park off the A439 Warwick Road, which would reduce congestion on the Bridgeway gyratory system, is currently planned for 2006.

Stratford Western Relief Road (STS)

A new road linking the A46/A422 Wildmoor roundabout with the B439 Evesham Road is proposed to reduce traffic in Stratford town centre and Shottery village and provide access to housing developments in the longer term as proposed in the District Council's Local Plan. It would also provide access to a new coach and car park for Anne Hathaway's Cottage, one of the world-renowned sites associated with William Shakespeare. Provision of the road would be secured through funding from the proposed residential developments to the west of Shottery, which is dependent on future local, and regional planning polices.

Transport Corridor Protection

It is proposed to protect a strip of land along the north-south corridor between Evesham Place and the Birmingham Road for possible future 'transport purposes', in particular walking, cycling and bus services.

A429/B4035 Portobello Crossroads

The County Council will keep under review the need for a further improvement of the A429/B4035 junction (Portobello Crossroads) to improve safety.

Traffic Management Improvements

A signal controlled crossing at the junction of Bridgeway/Bridgefoot (STS) on the Stratford gyratory system to improve pedestrian amenity and safety and accessibility and provide regulation of the traffic merge has recently been implemented. It provides a safe crossing of the main barrier between the major car parks and the town centre.

The Stratford UTMC system will be extended to provide CCTV coverage and formal links to provide information to radio stations, and to exchange data with other information providers such as the TCC system and MATTISSE.

Various traffic management measures including right turn bans, one-way systems, speed limit changes, traffic calming and rationalisation of signage will be introduced within Stratford-upon-Avon town centre as appropriate. Some of these measures will be introduced through the Safer Routes to School and casualty reduction initiatives.

Picture 3.15 Village Speed Limit Gateway in Alderminster

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Further Stratford Transport Strategy Schemes

It is possible that two further schemes in the Stratford strategy could be implemented within the next five years, although the timescale is dependent upon the progress made by the Royal Shakespeare Company in redeveloping its principal theatre. The first is a proposed new access to the Recreation Ground car park, which would reduce congestion at peak times and provide a route into the town centre for the southern Park and Ride service.

The second, a proposed pedestrian/cycle bridge over the River Avon near the Royal Shakespeare Theatre, would link the terminus point of the Park and Ride service directly with the theatres and town centre. It would also link the theatres directly with the existing Recreation Ground car park and provide a safe alternative to Clopton Bridge for cyclists crossing the river. The new pedestrian/cycle bridge forms part of the Waterfront Master Plan, which is being supported by funding from Advantage West Midlands. Outline design of this bridge has commenced with an intention for construction to begin by 2008.

Motorways and Trunk Roads

The County Council supports the Highways Agency's proposals to fully resolve the problems on the national trunk road network at the M40/A46 junction at Longbridge, where an interim improvement scheme has recently been implemented. Although this junction falls outside the boundary of Southern Warwickshire, the M40/A46 junction forms a key entry point to the area.

The County Council will continue to press for the major improvement scheme to the A46 between Stratford-upon-Avon and the Alcester, which was approved at public inquiry in 1994, to be reinstated in the Government's Targeted Programme of Improvements. The County Council support Gloucestershire County Council's proposal for a similar improvement to be made to the A46 between Evesham and Ashchurch. These two proposals, in conjunction with the committed improvements at Tollbar End and Longbridge would support the role of the A46 in providing a strategic alternative to traffic between the M1 and the M5 using the A42/M42.

Western Warwickshire

Introduction

This section of the Local Transport Plan covers the area shown in the Figure 3.26, which includes Henley-in-Arden, Studley, Bidford-on-Avon and Alcester. The key transport corridor in the area is the A46/A435, which connects Evesham, Alcester, Studley, Redditch with Birmingham and the West Midlands conurbation. Western Warwickshire is formed of the western part of Stratford-on-Avon District and the north west part of Warwick District. Its socio-economic characteristics however are represented by statistics related to Stratford-on-Avon District.

Western Warwickshire has strong travel links with Birmingham, Solihull, Redditch, Worcester and Evesham. The County Council has worked in close partnership with Birmingham City Council, Solihull Metropolitan Borough Council and Worcestershire County Council during the development of proposals for this part of Warwickshire.
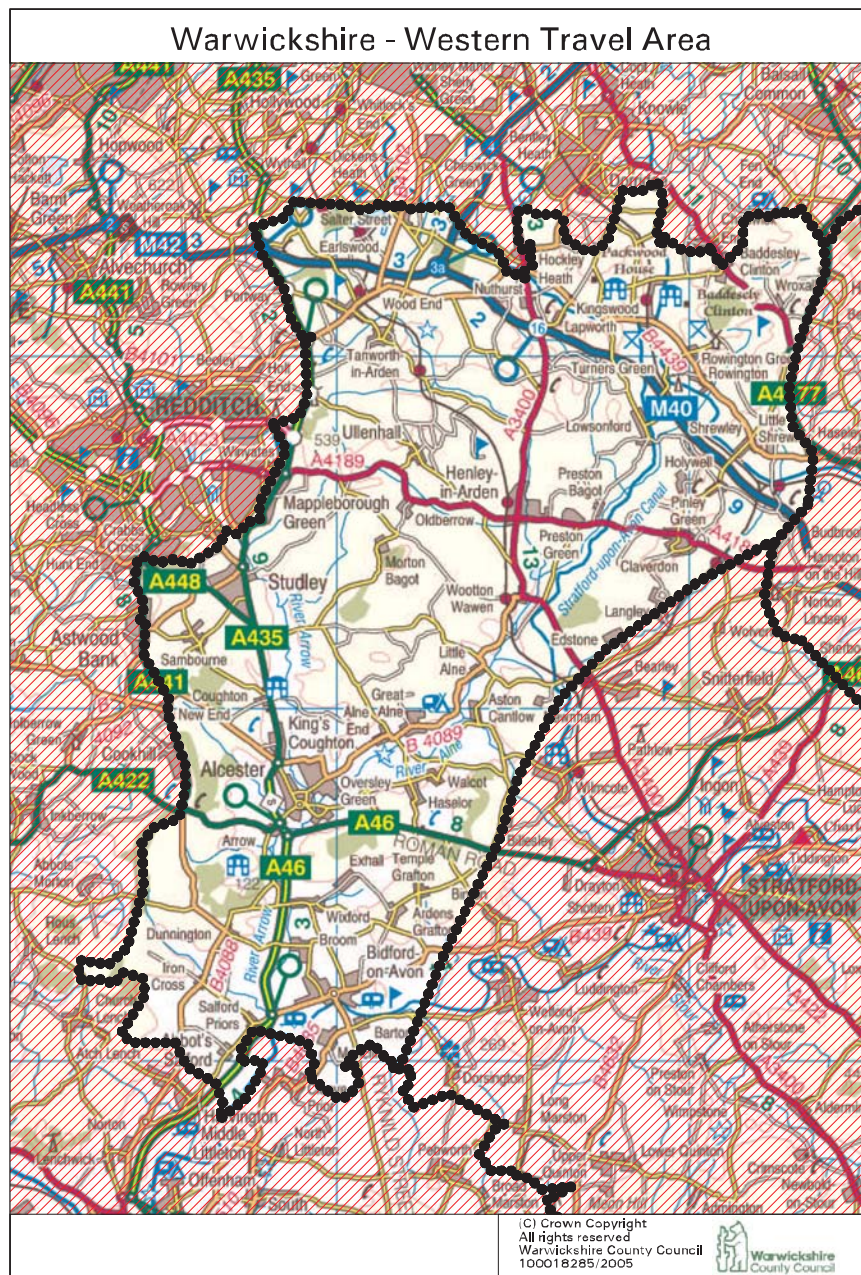
Figure 3.26 Western Warwickshire Travel Area

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The Shared Priorities in Western Warwickshire

All four Shared Priorities are reflected in the plans for Western Warwickshire.   There is a presumption to improve road safety through promotion and implementing casualty reduction schemes in corridors and at specific locations where known problem exist. Similarly, there is a fundamental intention to prevent deterioration of air quality across the area. However, the top priority is to carry forward initiatives outlined in the Accessibility Strategy in order to address the issues of poor accessibility that are found in this area. Key improvements are related to public transport; improving facilities for pedestrians, cyclists and motorcyclists; promoting better public transport services and improving facilities for transport interchange within the three main towns and at key railway stations.

The Overall Context

Population, Social Issues and The Economy

These are discussed in detail in the section of the LTP covering Southern Warwickshire.

The Environment

This part of the County has a number of environmental assets, including the Ragley Estate and Coughton Court near Alcester, and the National Trust properties at Baddesley Clinton and Packwood. The southern edge of the area lies in close proximity to the Cotswolds Area of Outstanding Natural Beauty (AONB).

Travel Patterns

These are discussed in detail in the section of the LTP covering Southern Warwickshire.

Transport Problems and Opportunities

A Fairer, More Accessible Transport System

Western Warwickshire exhibits many of the same problems in terms of achieving an inclusive, accessible system as the rest of the County. The County Council will continue to work with the key bus operators in the area to improve inter-urban services and those serving villages, and to press for further service improvements on the Shakespeare line between Stratford-upon-Avon and Birmingham.

Full Employment and a Strong, Sustainable Economy

Due to its important tourist attractions and environmental quality, the area will continue to attract large numbers of visitors by car, public transport and chartered coaches

Reduction of Transport Impact on the Environment

The major environmental problem in Western Warwickshire is the impact of traffic in the A435 corridor, which connects the M5/M50 with Evesham, Alcester, Studley, Redditch and the West Midlands conurbation. In those settlements lying along the section of the A435 to the north of Alcester (i.e. Coughton, King's Coughton, Studley and Mappleborough Green) there are serious adverse effects due to high traffic volumes containing a large number of HGVs.

The impacts felt in the remaining small towns and villages in Western Warwickshire are mainly related to through traffic and high vehicle speeds.

To Improve the Safety and Security of People when they are using the Transport System

These are discussed in detail in the section of the LTP covering Southern Warwickshire.

Integration of Transport

Opportunities for the physical integration of transport within and between modes are most prevalent within the three main towns of the area (Henley-in-Arden, Studley and Alcester), along with certain rail stations such as Hatton and Lapworth.

The District Council and the County Council work closely together in terms of integrating their policies and plans, not least in terms of land use and transportation planning.

Conclusions

In summary, the main transport problems in Western Warwickshire are:

- Limited public transport services in rural areas;
- The environmental impact of vehicles on the settlements located along the A435 corridor; and
- The numbers of casualties resulting from road traffic accidents.

The Strategy

General

The Countywide Strategy set out in Part 2 of this LTP will be implemented in this area by:

- Improving facilities for pedestrians, cyclists and motorcyclists;
- Continuing the implementation of the Safer Routes to School initiative, both in the main towns and the rural areas;
- Promoting better public transport services (bus, rail and community transport) throughout the District;
- Improving facilities for transport interchange within the three main towns and at key railway stations;
- Investigating approaches to mitigate the impact of traffic on towns and villages in the A435 corridor;
- Improving the management and condition of the transport asset of the area;
- Continued maintenance of the highway network, including bridges;
- Integrating land development proposals with accessibility improvements;
- Securing the provision of travel plans in relation to new development, and encouraging existing large trip generators to adopt their own travel plans (including schools);
- Controlling and managing car parking provision, and giving a high priority to the enforcement of parking regulations;
- Promoting alternatives to the use of the private car; and
- Promoting road safety, and implementing casualty reduction schemes in corridors and at specific locations where known problem exist.

The remainder of this section sets out the key proposals that are likely to come forward in Western Warwickshire during the lifetime of this LTP. Figure 3.27 illustrates the key proposals.

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Western Warwickshire - Key Proposals

Figure 3.27 Key Proposals in Western Warwickshire

Market Town Initiative

The aim of the market town initiative is to regenerate the environment and attractiveness of local centres. Alcester has been identified as one of a number of market town schemes within Warwickshire. A number of improvements have been identified that will positively affect the transport system in this town. These include the following:

1. Pedestrianisation and parking improvements around the Town Hall;
2. Pedestrian movement and parking improvements in the High Street;
3. Traffic management and pedestrian access improvements at the junction of Evesham Street, Swan Street, Seggs Lane and Priory Road;
4. Pedestrian and traffic management improvements in the main town centre and around the supermarket car park;
5. A wayfinding and tourism sign programme in the town and its immediate hinterland; and
6. Implementation of a network of walking and cycling routes for local people and visitors.

Air Quality

There are currently no known problems with air quality within this part of Warwickshire. Monitoring of air quality in the A435 corridor will continue to be undertaken by Stratford District Council.

Public Transport Improvements

Bus

It is proposed to provide a Bus Information Point in the centres of Alcester (and Studley if funding can be secured) in the short to medium term.

Picture 3.16 Warwickshire's County Links buses

Rail

The Shakespeare line provides a service between Stratford-upon-Avon and Birmingham calling at a number of local stations including Henley-in-Arden. The line is also used by Chiltern Railway services on the Stratford-upon-Avon to Leamington and London route. In addition, Vintage Trains operate tourist leisure services during the summer months of the year.

The County Council is a member of the local promotion group for the line and jointly funds the services of a part-time Community Rail Officer for the line. The West Midlands Rail Utilisation Strategy proposes increases to the train service on this line which the County Council supports. The County Council is committed to improving facilities at stations along the line and is committed to funding the installation of real time passenger information systems at Henley and Stratford and the provision of improved passenger information at other stations. The Council is working with the Promotion Group to install community notice boards at all stations. Longer term projects may include helping to fund improvements to station platforms where longer or higher platforms are needed and the provision of a new ticket office at Henley, should the station have a staff presence again.

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Additional car parking is proposed at Lapworth and Hatton stations on the Birmingham-Marylebone line as part of the Warwickshire Quality Rail Partnership.

Community Transport

Enhanced facilities for community transport passengers will be provided at key interchanges consistent with the aims set out in the Public Transport Interchange Strategy. Enhanced facilities and information will also be provided where appropriate at all existing/new Bus Information Points (e.g. Alcester).

The County Council will investigate demand responsive and flexible services as feeder services into key transport corridors and existing/future Quality Bus Corridors.

In line with the Community Transport Strategy, the County Council will promote the mainstreaming of community transport services in order to sustain established community transport initiatives. This includes the countywide 'Wheels to Work' moped loan scheme.

Taxis and Private Hire Vehicles

Enhanced facilities for taxis and private hire vehicles will be provided at key interchanges consistent with the aims set out in the Public Transport Interchange Strategy.

The County Council will develop taxibus services to meet specific demand in the County where conventional public transport is neither operationally or economically appropriate.

Improvements for Pedestrians and Cyclists

Walking

The County Council will promote improvements for pedestrians to support the regeneration of its market towns, including Alcester. These could include improvements to the quality of the street scene or measures to address safety issues.

Cycling

The County Council supports the 'Bikes to Alcester' scheme that is currently being developed by Advantage Alcester. Whilst the County Council is not directly funding the proposed improvements within Alcester (funding has been obtained from elsewhere), assistance is being provided in the form of route identification and development, including route assessments and safety audits. The main elements of the proposals are a series of eight routes that will link Alcester and its immediate surrounding area with the National Cycle Network. The County Council is considering providing funding towards one of the proposed routes as it has the potential to offer a Safer Route to School for local children.

Safer Routes to School

Opportunities to deliver further Safer Routes to School schemes in this area will be identified during the lifetime of this LTP.

Powered Two Wheelers

Improvements for powered two wheelers will be made in line with the proposals contained in the County Council's Powered Two Wheeler Strategy.

Parking

The decriminalisation of parking enforcement was introduced in Stratford District in 2004/5, and covers the majority of the smaller towns and villages in Western Warwickshire (excluding those that fall within Warwick District).

Highway Improvements and Traffic Management Measures – County Roads

The County Council supports the provision of the Hockley Heath Bypass (the southern end of which lies within Warwickshire), and will continue to protect the line of the route on behalf of Solihull Metropolitan Borough Council.

Motorways and Trunk Roads

A435 Corridor

The section of A435 between Alcester and Gorcott Hill is a poorly aligned single carriageway that carries traffic flows of the order of 20,000 vehicles per day. This creates safety and environmental problems especially in Studley, Coughton, King's Coughton and Mappleborough Green. The road is currently the responsibility of the Highways Agency (HA). In the past the HA recognised these problems and a Studley Bypass Scheme was designed and the necessary Orders made. However, the scheme has now been withdrawn and the HA are to revoke their previously made Orders, effectively terminating the scheme. It is now likely that the government will de-trunk the road and thereby transfer responsibility for the A435 between Alcester Bypass and the M42 to Warwickshire and Worcestershire County Councils.

Warwickshire County Council will work in conjunction with the Highways Agency, Stratford District, Redditch Borough and Worcester County Councils to investigate alternative approaches to mitigating the impact of traffic in the corridor.

A46 Stratford- Alcester

The County Council will continue to press for the major improvement scheme to the A46 between Stratford and the Alcester, which was approved at public inquiry in 1994, to be reinstated in the Government's Targeted Programme of Improvements. The County Council support Gloucestershire County Council's proposal for a similar improvement to be made to the A46 between Evesham and Ashchurch. These two proposals, in conjunction with the committed improvements at Tollbar End and Longbridge would support the role of the A46 in providing a strategic alternative to traffic between the M1 and the M5 using the A42/M42.

M42 Active Traffic Management

The County Council supports the pilot Active Traffic Management (ATM) scheme on the M42 between junctions 3A and 7, and will work in partnership with the Highways Agency to monitor its impact and future roll-out on other key motorway corridors in Warwickshire.

3 Part 3 - The Area Strategies

3 Part 3 - The Area Strategies

The Strategy

Introduction

The plans and policies set out in this Final Local Transport Plan present a long term strategy for the development of transport in Warwickshire. It will take much longer than the five year life of this LTP to achieve all of these planned objectives and improvements.

This delivery strategy covers the period of this LTP which runs from 2006/07 to 2010/11. It sets out the proposed allocation of financial resources and how this allocation relates to the priorities and targets set out in the LTP.

Value for Money and the Capacity to Deliver

It is essential that best use is made of available resources, and that efficiency savings are made where possible. The County Council has entered into a number of partnerships that are aimed at providing the resources necessary to deliver planned programmes and achieving best value from available resources.

The largest expenditure on transport is maintenance. High importance is therefore placed on getting value for money from this expenditure. Our maintenance programme is delivered through a long term partnership contract with Carillion. It is a target price contract which will achieve continuous improvement through progressive reduction in target prices.

The level of staff resources and the range of expertise available in house to a local authority are necessarily limited. The County Council has therefore entered into a long term partnership contract with Arup for consultancy services. Through this partnership the County Council is able to draw on the expertise and resources of an international consultancy.

Warwickshire has developed a close working relationship with the rail industry and a number of local bus operators. As a result of these relationships we have a track record of developing improvements to bus and rail services which encourage good will and investment from the private sector to complement public sector investment. The County Council intends to establish a countywide Quality Rail Partnership in the near future to continue our excellent track record in delivering complex rail schemes. Ongoing partnership working with the principal bus operators in Warwickshire will also continue to deliver further Quality Bus Corridor improvements and Quality Bus Initiative schemes on the tendered service network.

Support for Capital Investment through Promotion and Education

It is essential to supplement the outcomes from transport capital investment by use of 'soft measures'. Such measures will include training, education and provision of information. For example, it is a condition that schools should develop a travel plan before capital investment is made on safer routes to school. It is our intention that capital investment in terms of improved infrastructure will be complemented by such 'soft measures'. Available revenue budgets for soft measures will be supplemented by top slicing a small percentage of capital budgets, with the top sliced funding being spent on associated capital schemes.

Benchmarking and Scheme Effectiveness

A study to review of the effectiveness of transport investment in Warwickshire and other similar highway authorities was commissioned to inform this delivery strategy and target setting. The results of this study have been used to inform the choice and weighting of measures in the delivery strategy.

During development of the LTP, a benchmarking exercise was undertaken in order to compare Warwickshire County Council's targets and monitoring proposals with those of other local authorities. The purpose was twofold; firstly, to assess our targets and monitoring arrangements against those set by other authorities and secondly, to identify examples of good practice that might be applied to our circumstances.

The Provisional Local Transport Plans of eighteen local authorities were reviewed. Authorities that were felt to be broadly similar in characteristic and size to Warwickshire were selected, although individual details obviously vary considerably in each authority. The local authorities selected are shown below:

- Buckinghamshire
- Cheshire
- Dorset
- East Sussex
- Gloucestershire
- Hampshire
- Herefordshire

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- Hertfordshire
- Leicestershire
- Lincolnshire
- Norfolk
- Northamptonshire
- Oxfordshire
- Shropshire
- Staffordshire
- Suffolk
- Wiltshire
- Worcestershire

A selection of both mandatory and local targets/indicators were reviewed across all eighteen authorities. It was found that there is a wide variation in both the time periods over which targets are set and in the types of data and collection methodologies that are used to set and monitor the targets. Due to this variation, detailed evaluations are difficult to make as it most cases it is not possible to confirm that the comparison is of 'like with like'. However, the exercise was useful in as much as we were able to confirm that Warwickshire County Council's targets and monitoring are not radically different from the majority and indeed, appear challenging but reasonable for our own circumstances.

The review of plans was also a useful tool for assessing the way in which our Local Transport Plan has been laid out and the material presented. Again, it was found that Warwickshire County Council's format compared favourable with most of the other plans. However, it was felt that certain lessons could be learned. For example, in trying to make the targets and monitoring tables more readable by drawing all the pertinent material together into the same tables rather than dealing with certain aspects elsewhere. These and other improvements highlighted by the benchmarking process will be incorporated into the Final Plan.

The County Council commissioned consultants in early 2005 to carry out a review of schemes and initiatives implemented during the first LTP period. The purpose was to assess the effectiveness of different schemes in delivering various outcomes including modal shift. This information was then used to help inform the development of the new LTP.

It was not possible to assess the effectiveness of specific schemes in detail due to limitations in the way in which funds are allocated and results measured. The results of the review therefore, while useful, need to be seen as indicating broad trends rather than revealing precise information.

The most effective use of funding, in terms of measurable targets, was that spent on school travel initiatives, Quality Bus Corridors and safety programmes. Expenditure in these areas delivered a positive contribution towards the targets that had been set. Conversely, significant levels of expenditure on measures to encourage walking and cycling, and to tackle congestion, showed no benefit in terms of working towards their targets. The theoretical outcomes suggested by research such as that reported in Smarter Choices (Cairns et al, 2004) have not been born out by experience in Warwickshire.

However, the analysis of the effectiveness of measures implemented during the first LTP period has reinforced the justification for monitoring strong programmes to promote sustainable modes for school travel and for schemes to increase the attractiveness of public transport. Warwickshire needs to maintain a balanced programme of measures that will complement each other in order to deliver the Council's objectives and it is felt that this still holds true. Programmes to encourage walking and cycling, to achieve improved traffic management and to support regeneration and pedestrian priority in town centres, will therefore also feature in the delivery strategy for 2006 – 2011.

Changes to Safety Camera Funding and Governance

In December 2005, the Government announced that safety camera activities and partnerships are to be integrated into the wider road safety delivery process. The County Council's initial response to these changes are set out in the Road Safety Strategy, which can be found in Part 2 of the LTP.

The County Council's evidence shows that safety cameras save casualties, and as such we expect them to continue to play an important part in our casualty reduction strategy. Until alternative information is placed before the Council, we will work on the assumption that the new LTP funding for safety cameras in Warwickshire will be no less in real terms than the Warwickshire Safety Camera Partnership receives under the present regime.

The County Council believe that the changes in the funding arrangements will give the Authority opportunities for greater flexibility. Our aim will be to use this flexibility to be more cost effective, in other words to save more casualties per pound spent.

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DfT has promised to publish further guidance in due course. The County Council will review its approach in the light of that guidance once it is published.

Resources

The main capital resource available for delivery of improved transport infrastructure will be LTP allocations. In December 2004 Government published provisional planning guidelines for Local Transport Capital for the period 2006-7 to 2010-11. The figures for Warwickshire are given in Table 4.1.

LTP Resources						
LTP Resources						
	2006-07 (£M)	2007-08 (£M)	2008-09 (£M)	2009-10 (£M)	2010-11 (£M)	Total (£M)
Maintenance *Firm maintenance allocations will be given for 2007/08 onwards in Novemeber 2006.*	9.080	8.752	9.190	9.649	10.132	46.803
Integrated Transport	4.365	4.711	5.194	5.714	6.273	26.257

Table 4.1 LTP Resources

Additional funding through unsupported Prudential Borrowing may be available where capital resources are required for projects that will generate an income capable of servicing the debt charges. This could include the construction of Park and Ride facilities. The County Council will also consider using Virtual Bank Borrowing to deliver schemes which require revenue support. An example of where this could be applicable is the roll-out of Decriminalisation of Parking Enforcement across Warwickshire.

Opportunities to bid for additional capital resources will be pursued wherever possible. A major bid to Advantage West Midlands (AWM) towards proposed improvements in Stratford-upon-Avon is planned. Warwickshire has been successful in the past in securing challenge funding from Government for the Urban Mixed Priority Scheme in Leamington Spa (LUMP) and UTMC in Stratford-upon-Avon. We will continue to bid for challenge funding when appropriate.

We will continue to require that developers fund improvements necessary to mitigate the impact of new development. The level of investment from this source will vary depending on development activity. Over the three years 2002/03 to 2004/05 the average investment from developer funding was just over £3m per year.

	2006/07	Subsequent years
Developer contributions		
Regional Development Agency		
Grants eg: Kickstart		
Challenge Funding		
Prudential borrowing		

Table 4.2 Sources of additional funding

Revenue funding is an important resource for transport expenditure. It is a key element of maintenance expenditure with just under £14m spent from revenue in 2004-05. There is also around £3m per year of revenue expenditure on transport education, training and publicity, traffic management including traffic signs and signals, traffic safety, transport planning and data collection and analysis. Revenue surpluses from decriminalisation of parking and on-street charging for parking will be utilised to support transport projects.

Education and training		

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Publicity		
Traffic management		
Safety		
Transport planning		
Data collection and analysis		

Table 4.3 Revenue funding

Warwickshire has been very successful in securing Major Scheme funding over the last five years. There are two Major Schemes with full approval, the Nuneaton Development Project and Barford Bypass, and two with provisional approval, the Rugby Western Relief Road and Coleshill Parkway. Further details of existing and proposed Major Scheme submissions can be found later in this section of the LTP.

Delivery to meet LTP Objectives and Priorities

This LTP sets out objectives for improvements to transport that will guide investment priorities over the next five years. Investment will be directed to schemes aimed at supporting the four shared priorities for transport and also to some specific objectives set out in the Area Sections of the LTP.

Delivery of the shared priorities will be achieved through a variety of transport initiatives. Table 4.4 sets out a subjective assessment of the relative importance of different transport initiatives to each of the shared priorities.

Contribution of Integrated Transport Schemes to the Shared Priorities				
Contribution of Integrated Transport Schemes to Shared Priorities				
	Safety	Accessibility	Congestion	Air Quality
Public Transport	YY	YYY	YY	YY
Community Transport	Y	YYY		
Park and Ride		Y	YY	YY
Road Safety - Casualty Reduction Schemes	YYY			
Cycle Infrastructure	YY	Y	Y	Y
Walking Infrastructure	YY	YY	Y	Y
Traffic Management and Road Improvement schemes	Y		YY	Y
Intelligent Transport Systems	Y		YY	YY
Safer Routes to School	YY	YY	YY	Y
Parking including Decriminalisation of Parking		Y	YYY	YY
Barford Bypass	YY	Y	YYY	YYY

Table 4.4 Contribution of integrated transport schemes to the shared priorities

Outline Allocation of Resources

The outline allocations of resources is set out in Table 4.5 below. These assume that the LTP resources available are in line with the planning guidelines issued by DfT in December 2005. Additional resources such as developer resources and unsupported Prudential Borrowing are included where these have been secured.

	2006-07	2007-08	2008-09	2009-10	2010-11	Total
Integrated Transport Expenditure						
Quality Bus Corridors	840	680	700	600	800	3,620

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	2006-07	2007-08	2008-09	2009-10	2010-11	Total
Contribution to Coleshill Parkway	360	0	0	0	0	360
Warwickshire Quality Rail Partnership	140	150	150	110	110	660
Rugby Station Bus/Rail Interchange	0	0	0	100	0	100
Community Transport and Other Improvements to Public Transport	125	370	250	190	190	1,125
Bishopton Park and Ride, Stratford	25	0	0	0	0	25
Warwick Town Centre Interim Traffic Management	440	590	0	0	0	1,030
Cycle/Shared Use Routes and Cycle Parking Facilites	838	600	600	600	600	3,238
Pedestrian Routes	80	100	100	100	100	480
Signalled pedestrian / cycle crossing facilities	355	200	200	200	150	1,105
Unsignalled pedestrian crossing facilities	120	100	40	40	40	340
Safer Routes to School (cycle & pedestrian facilities)	895	700	700	690	620	3,605
School and Other Travel Plans	0	10	10	20	20	60
Minor Casualty Reduction Schemes	620	700	700	900	1000	3,920
Village Speed Reviews and Traffic Calming	240	200	200	200	200	1,040
Quality of Street Scene & Perceived Safety	0	50	50	50	50	200
Stratford upon Avon Transport Strategy	0	100	210	150	0	460
Decriminalisation of Parking	1,055	1,200	0	0	0	2,255
Nuneaton Town Centre Improvements	0	55	343	204	243	845
Rugby Town Centre and Pedestrian Priority	0	0	50	350	400	800

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	2006-07	2007-08	2008-09	2009-10	2010-11	Total
Bedworth Town Centre Pedestrian Priority	0	0	0	100	400	500
Junction Improvement Schemes Delivering Multiple Shared Priorities	40	390	515	460	500	1,905
Traffic Management for Air Quality Management Areas	0	100	150	500	400	1,150
Traffic Management and Signal Upgrading (VMS)	65	106	76	0	200	447
Leamington Mixed Priority Project Phase 2	705	0	0	0	0	705
Heathcote Junctions	700	300	0	0	0	1,000
Minor Junction and Network Improvements	162	300	150	150	250	1,012
Footway Maintenance schemes	1,230	1,095	1,318	6465	6788	30,273
Carriageway Maintenance schemes	4,519	4,019	4,839			
Bridge Strengthening Schemes	850	250	750	3184	3344	16,030
Portobello Bridge Strengthening	50	2,000	0			
Maintenance and Enhancement of Highway Structures	1,931	1,388	2,283			
Total Expenditure	**16,385**	**15,753**	**14,384**	**15,363**	**16,405**	**78,290**
Income						
LTP Integrated Transport Allocation	4,365	4,711	5,194	5,714	6,273	26,257
Virtual Bank Borrowing for Decriminalisation of Parking	1,055	1,200	0	0	0	2,255
County Capital Resources for Leamington Mixed Priority Project Phase 2	705	0	0	0	0	705
SW Warwick (S106)	440	590	0	0	0	1,030
Heathcote Junctions (S106)	700	300	0	0	0	1,000

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	2006-07	2007-08	2008-09	2009-10	2010-11	Total
Stratford upon Avon S.106	40	200	0	0	0	240
LTP Maintenance Allocation	9,080	8,752	9,190	9,649	10,132	46,803
Total Income	**16,385**	**15,753**	**14,384**	**15,363**	**16,405**	**78,290**
Summary - Integrated Expenditure						
Public Transport	1,465	1,200	1,100	1,000	1,100	5,865
Traffic Management (incl. P & R)	1,585	1,996	226	500	600	4,907
Cycling and Walking	1,393	1,000	940	940	890	5,163
Safer Routes to School	895	710	710	710	640	3,665
Casualty Reduction Schemes and Junction Improvement Schemes Delivering Multiple Shared Priorities	660	1,090	1,215	1,360	1,500	5,825
Improvements to Transport for Quality of Scene in Towns and Villages	945	405	853	1,054	1,293	4,550
Minor Junction and Network Improvements	862	600	150	150	250	2,012
Total	7,805	7,001	5,194	5,714	6,273	31,987

Table 4.5 Outline allocation of resources

Monitoring of Expenditure

Prior to the start of each financial year, meetings are held with all County Council Members in order to agree spending priorities within the framework of the LTP, for the forth-coming year. The programme is formalised in April and reviewed by the Cabinet on a quarterly basis.

Progress towards achieving planned timescales is closely monitored. If an integrated transport scheme is delayed, for example, because consultation takes longer than planned, a similar scheme is brought forward into the programme to ensure all resources are used to maximum benefit. This is managed by progressing to design stage some schemes that are programmed for funding in the following financial year in order to provide a pool of schemes available for implementation if other schemes slip back.

LTP Finance Forms

Finance Forms F11 and F12 can be found in Annex 1 of this document. Forms F1 to F5 will be included in the 2006 LTP Delivery Report in accordance with guidance obtained from DfT.

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Major Scheme Submissions

Introduction

The Department for Transport (DfT) deals with transport proposals costing more than £5m as Major Scheme submissions (known previously as Annex E submissions). Authorities wishing to promote a Major Scheme must submit a full assessment of the benefits and costs of the proposal to the Department. This will need to be undertaken in line with national guidance on Value for Money considerations, issued by DfT in December 2004.

Over the last 6-9 months, the West Midlands Region has undertaken a comprehensive assessment of all existing Major Schemes. This has allowed the Region to prioritise proposals based on their state of readiness, issues of risk and deliverability, and overall resource availability. The County Council is fully committed to this process, and has contributed officer time and resources to it as necessary.

The remainder of this section of the LTP provides details of:

- Existing Major Scheme submissions that were made during the first LTP period or in the Provisional LTP 2005, whose full approval has either been accepted by DfT or which remain outstanding as at March 2006; and
- Further Major Scheme submissions that are planned to come forward during the second LTP period.

Existing Major Schemes

Coleshill Parkway

Coleshill Parkway is a provisionally accepted Major Scheme, comprising a multi-modal interchange and new railway station. It will provide a focus for public transport in North Warwickshire and a gateway from North Warwickshire to the West Midlands. As well as improving access to the national rail network, the facility will enhance connections to Birmingham International Airport and the National Exhibition Centre. The County Council has still to apply for full acceptance of Coleshill Parkway, subject to the release of central government funding for the scheme. Subject to the satisfactory resolution of these processes, construction of the station could begin in Spring 2006, with the aim of opening the facility in time for the winter timetable in December 2006. Up to £4.4m Major Scheme funding, £1.6m S106 developer funding and £2.0m other private sector funding from our rail industry partner is available.

Barford Bypass

The scheme received full acceptance from DfT in December 2004. Construction of the bypass began in January 2006, with a view to opening in Autumn 2007. Major Scheme funding confirmed in the December 2005 LTP settlement letter will be used during 2006-07 to contribute towards the completion of the project.

Nuneaton Development Project (Phase 3)

Phases 1 and 2 of the Nuneaton Development Project were completed during the first LTP period. A bid to cover increased costs associated with the project was made to DfT in 2004. DfT confirmed in the December 2005 LTP settlement letter that it is still considering the County Council's bid for additional funding, and that a final decision will be made in due course. Delivery of Phase 3 of the project will be subject to the outcome of public consultation and approval of the additional funding by DfT. The Nuneaton Development Project will be largely complete by April 2006 so will not feature significantly during the life of this LTP.

Rugby Western Relief Route

Rugby Western Relief Road is a provisionally accepted Major Scheme that will deliver very substantial benefits for Rugby. The County Council was successful in getting the Public Inquiry for the scheme reopened during 2005. A decision from the Inquiry Inspector was received by the County Council in December 2005, and confirmed that the scheme should be constructed in full from Avon Mill to Potford's Dam, subject to some minor alignment changes at the southern end of the route. This will require the confirmation of a revised planning application and set of orders for the scheme. Subject to the satisfactory resolution of these issues, the County Council will be in a position to seek full acceptance for the scheme later this year. This would allow construction of the scheme to begin early in 2007. Approximately £14m of developer funding and £8.06m of Major Scheme funding is available for the scheme.

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SPARK Public Transport Scheme

The SPARK public transport scheme was submitted with the Provisional LTP in July 2005, and at the time of writing feedback from DfT on the bid has not yet been received. The aim of the scheme is to achieve a 'step change' in the attractiveness of public transport in the Warwick, Leamington Spa and Whitnash area. SPARK will deliver a fully integrated and improved public transport network that will focus on the co-ordinated provision of a combination of heavy rail and bus improvements, using the local rail corridor between Leamington Spa, Warwick and Warwick Parkway as the 'spine' of the network.

Innovation in tackling congestion – SPARK and the Transport Innovation Fund

In the Government White Paper, 'The Future of Transport', the establishment of a new Transport Innovation Fund (TIF) was announced to support new and innovative local transport measures. Such measures included the use of local congestion charging, demand management and better bus services. The need to work in partnership with a range of organisations is seen as key to the TIF process, particularly in terms of delivering a complex set of inter-related proposals. Recent guidance issued by the Government has also highlighted the value of transport schemes which contribute towards the overall productivity of the UK. Such schemes will also be considered for funding through TIF.

In January 2005, the County Council expressed an interest to the Government Office for the West Midlands to be considered for TIF funding towards the SPARK major scheme. The County Council reaffirmed its interest in the 2005 Provisional LTP submission. The County Council would like to retain an 'in principle' interest in securing TIF funding, and look forward to using the Major Scheme bid as a platform for further discussions with DfT and the Government Office for the West Midlands in due course.

Further details of our progress with these schemes will be provided in the LTP Delivery Report in July 2006.

New Major Scheme Bids planned for submission during this LTP period

Four Major Scheme bids are planned for submission during the second LTP period. These are as follows:

1. Two potential bids to deliver a **Step-Change in Public Transport in the North/South Corridor** between Nuneaton, Bedworth, Coventry, Kenilworth and Leamington Spa/Warwick. Details of the various elements of the step-change proposals and the measures that would be included in any Major Scheme bids are set out in the North/South Corridor chapter of the LTP. These bids are envisaged to come forward as two separate submissions in the early years of the LTP period. The second bid will be made in the context of the rail industry's future decisions regarding heavy rail in the corridor, not least any commitment to significantly improve the capacity of the Coventry - Leamington Spa railway line. It is envisaged that both these bids will be submitted (where appropriate) in conjunction with Coventry City Council and Centro (the West Midlands Passenger Transport Executive). The proposals for a step-change in public transport in the North/South Corridor will be fully compatible with the proposals contained in the SPARK major public transport scheme at the southern end of the corridor. Delivery of these two schemes would clearly have a number of synergistic benefits, which could be further enhanced through the implementation of a complimentary Intelligent Transport Systems scheme in the Warwick/Leamington Spa area;

2. **Stratford-upon-Avon**. The County Council intend to develop a major scheme bid for a set of integrated transport improvements in Stratford-upon-Avon, to support the town and its role as a world tourist destination. It is proposed that a bid for major scheme funding will be made in 2007/8. If the scheme were to be accepted by Central Government for funding, then this would allow improvements to be delivered in advance of key events such as the 2012 Olympic Games in London, which are predicted will bring a significant number of additional tourists to the area; and

3. **Intelligent Transport Systems**. Subject to the continuing successful operation and monitoring of the Stratford-upon-Avon Urban Traffic Management and Control (UTMC) scheme, it is proposed to bring a similar major traffic management scheme forward in one of the other urban areas of the County. Due to the commitment to monitor the UTMC scheme in Stratford-upon-Avon for a number of years to allow a clear picture of travel patterns to emerge, it is unlikely that an ITS Major Scheme bid would be submitted by the County Council before 2008/09. Subject to the outcome of the bid, implementation of the scheme could begin towards the end of the LTP period.

Cost profiles for these Major Scheme bids are currently being developed, particularly in respect of the step-change in public transport in the North/South Corridor. Further details of our progress in developing these bids will be reported will be provided in the LTP Delivery Report in July 2006, and in subsequent LTP Annual Progress Reports.

Prioritisation of New Major Schemes

The County Council's prioritisation of the new Major Schemes described above is as follows:

- Priority 1: Step-Change in Public Transport in the North/South Corridor - Bid 1;

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- Priority 2: Step-Change in Public Transport in the North/South Corridor - Bid 2 (subject to future decisions made by the rail industry regarding the provision of heavy rail in the corridor);
- Priority 3: Stratford-upon-Avon Renaissance; and
- Priority 4: Intelligent Transport Systems scheme.

Glossary of Terms and References 5

Definition	Acronymn / term	Description
Accident Hot Spots		Location where there has occurred 6 or more accidents over 3 years, either within 20m of a junction or over a 100m stretch of road
Accessibility		The ease with which an individual can access services and facilities that he or she needs or desires. It encompasses the entire journey chain from the origin to the destination and reflects the ability of individuals to reach and use transport services and infrastructure as well as life enhancing facilities and services
Active Traffic Management	ATM	A range of measures to reduce congestion, improve road safety, improve journey time reliability and reduce traffic management costs for routine maintenance utilising latest electronic message signs to supply better in-journey information, with overhead gantries enabling individual lane control and the use of variable speed limits. Other initiatives to enhance safety include CCTV, automatic queue and accident detection equipment and emergency refuges
Air Quality Management Areas	AQMA	Area designated by local authority where there is a potential risk of exceeding guidelines concerning air pollutants
Annual Progress Report	APR	Annual report to DfT submitted by Highways Authorities as part of the LTP process
Appraisal		Assessment of scheme, strategy or policy in order to determine financial cost/benefit and can include the degree of compliance with a range of other criteria
Areas of Outstanding Natural Beauty	AONB	Areas designated within the Land Use Planning System subject to special laws and protection
Best Value		A legal obligation, set out in the Local Government Act 1999, that places a duty on councils to ensure that they deliver services with regard to "Economy, Efficiency and Effectiveness"
Automatic Number Plate Recognition	ANPR	A system to detect and capture images of a vehicle passing a particular point. These images are then processed to 'read' the vehicle's number plate
British Waterways		Public corporation responsible for managing inland waterways in England, Scotland and Wales
Bus Priority		Generic term for measures designed to give buses priority over other traffic
Bus Quality Partnerships	BQP	Voluntary or statutory agreements whereby operators improve buses and services and the local authority improves infrastructure
Bus Rapid Transit	BRT	High quality bus provision incorporating a variety of priority and information benefits
Bus Service Operators Grant		Mechanism whereby bus operators receive fuel duty rebate
Capacity Constraints		Situations where specific areas of the transport network are unable to meet demand
Capital Funding		Financial resources that are available for one-off, infrastructure projects as against revenue resources that are spent over a period of time
Casualty Reduction Measures		Engineering, education and enforcement measures introduced to address safety problems in a specific location, often identified from analysis of Accident Hot Spots. Formerly known as Local Safety Schemes
Centro		The marketing name for the West Midlands Passenger Transport Executive, who are responsible for promoting and developing public transport across the West Midlands metropolitan area
Concessionary Fares		Scheme to provide compensation to bus operators who suffer loss of revenue as a result of providing reduced fares to vulnerable groups

5 Glossary of Terms and References

Definition	Acronymn / term	Description
Congestion Charging		Generic term for direct charging for the use of roads. Also known as road user charging
Cost Benefit Analysis	CBA	Analysis which quantifies in monetary terms as many of the costs and benefits of a proposal as feasible, including items for which the market does not provide a satisfactory measure of economic value
Coventry Rapid Transit	CRT	Proposed transport scheme that would use tram-like, high quality vehicles running both on and off street and connecting locations to the north and south of Coventry (see also BRT)
Cyclists' Touring Club	CTC	Campaign group representing cyclists
Daventry International Rail Freight Terminal	DIRFT	A major distribution and manufacturing complex and intermodal rail freight interchange situated just outside the County boundary in Northamptonshire
Decriminalised Parking Enforcement	DPE	Circumstance where the responsibility for parking enforcement is transferred from the Police to the Local Authority
Demand Management		Generic term for measures designed to manage or deter the demand for travel.
Department for Transport	DfT	Central government department with responsibility for transport headed by a Secretary of State
Detrunking		Process whereby responsibility for a trunk road is transferred from the Highways Agency to the local Highways Authority and the road loses its Trunk Road designation
Developer Funding/Developer Contributions		Financial support obtained from developers used to mitigate the adverse effects of the development usually via a S278 agreement for highway improvements or S106 agreement for sustainable transport or other improvements
Dial-a-Ride		Scheme to provide 'on demand' transport services to people unable to access services or employment via the mainstream providers. Similar to Flexibus
Disability Discrimination Act	DDA	Legislation ensuring rights of access for disabled people
Environment Agency	EA	Government agency responsible for protecting and improving the environment in England and Wales
Environmental Impact Assessment	EIA	Procedure and management technique that ensures that the likely effects of new development on the environment are fully appraised and taken into account before the development is allowed to go ahead.
Flexibus		Scheme to provide ' on demand' transport services to people unable to access services or employment via the mainstream providers. Similar to Dial-a-Ride
Footpath		A highway over which the public have a right of way on foot only
Footway		A way comprised in a highway which also comprises a carriageway, being a way over which the public have a right of way on foot only
Franchise		Area designated under the Railways Act 1993 over which operators are licensed to run services
Freight Operating Company	FOC	Company which is licensed for operating freight trains on the national rail network
Government White Paper on Transport		*The Future of Transport* Command Paper specifying the government's proposals for the development of transport to the year 2030
Highways Agency	HA	An Executive Agency of the Department for Transport responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport

Glossary of Terms and References 5

Definition	Acronymn / term	Description
Home Zones		Locations within urban areas where physical alteration of streets and roads force motorists to drive with greater care and at lower speeds. Home Zones are an attempt to strike a balance between vehicular traffic and everyone else who uses the street, the pedestrians, cyclists, business people and residents
Index of Multiple Deprivation	IMD	A measure of deprivation based on the idea of distinct dimensions or aspects of deprivation and disadvantage that can be identified and measured separately. These aspects of deprivation and disadvantage are experienced by individuals living in an area
Integrated Transport		This refers to the whole public transport network. The phrase is often used to indicate a wish to see greater co-ordination between the different modes and operators working within the same mode
ISO 9000		Recognised 'Standard' for Quality Management Systems and procedures
ISO 14001		Recognised 'Standard' for Environmental Management Systems and procedures
Journey Runs		Specific repeat journeys on set routes that are timed to provide data for traffic management purposes
Light Rail		Tram/Metro type of railway designed and engineered on a more lightweight scale than traditional rail
Local Agenda 21	LA21	A set of plans and strategies encouraging local co-operation and action in promoting a sustainable future
Local Authorities	LAs	Division of local government comprising Counties and District/Boroughs
Local Plan		Detailed land use plan to guide development at District/Borough level, including proposals for specific sites. Along with the Structure Plan, it forms the County's Development Plan
Local Transport Plan	LTP	Five year plan which sets out transport strategy, a programme of work, targets and procedures for monitoring progress
Local Safety Schemes	LSS	*See Casualty Reduction Measures*
Long Stay Car Parking		Parking with a duration of 4 hours or over usually associated with commuting or the workplace rather than shopping
Low Floor Bus		Bus with a low body to facilitate easy access for mobility impaired passengers or those with luggage etc
Major Schemes		Term used within the LTP process to describe a transport scheme valued at over £5million.
MATTISSE		Mattisse is a traffic and travel information wholesaler for the Midlands. It collects information on public and private transport from a range of sources and presents it in a form that is easy to use. Mattisse is a partnership between local authorities and transport operators with innovative contracting and procurement processes. It enables up to the minute travel information to be exchanged easily between transport authorities, allowing them to respond more quickly and efficiently to travel problems
MORI Poll		Survey carried out by Market Opinion and Research International, the largest independently-owned market research company in Great Britain.
Motorways		Strategic roads administered on behalf of the DfT by the Highways Agency
Mobility Impaired		People with physical, sensory or mental impairment

5 Glossary of Terms and References

Definition	Acronymn / term	Description
Multi-Modal Study	MMS	The Department's programme of Multi-Modal Studies arose from the Government's *A New Deal for Trunk Roads in England*, published in July 1998. This proposed a series of studies to develop sustainable long-term solutions to problems identified on key parts of the strategic road network
Network Management		Duty imposed by the Traffic Management Act 2004 on local traffic authorities to secure expeditious movement of traffic on their road networks, and to facilitate the expeditious movement of traffic on other authorities' networks
Network Rail		Not-for-dividend company which owns and operates the majority of the rail infrastructure of Great Britain
Off-Street Car Parking		Parking provision in off-street car parks, owned and operated by the local authority or private sector
On-Street Car Parking		Parking provision 'on the road' and is the responsibility of the Highways Authority
Option Values		The worth of a service to non-users who, nonetheless, place a value on its availability
Park and Ride		Scheme whereby vehicles are parked at a remote location and occupants complete the journey to their destination via a dedicated (usually) bus service
Partnership Working		Procedure whereby local authorities or other groups agree a series of specific measures to work together in an efficient, trusting and co-operative manner.
Planning Policy Guidance	PPG	Guidance issued by central government to direct the manner in which local authorities operate the Land Use Planning System
Powered Two Wheelers	PTW	Motorcycles, scooters and mopeds
Primary Route Network	PRN	Motorways, Trunk Roads and other primary routes identified to be of regional strategic importance.
Private Hire Vehicles	PHV	Vehicles licensed by the local authority that can only respond to pre-arranged bookings and cannot park on Licensed Taxi Ranks or in the street plying for hire
Private Non-Residential	PNR	Private off-street parking spaces provided for purposes other than residential parking
Public Consultation		Measures to confer with individuals, groups and other stakeholders
Public Transport Information 2000	PTI 2000	This project established a network of regional call centres to provide details of all bus and coach services through a single national telephone enquiry number (Traveline)
Quality Contracts		Mechanism introduced by the Transport Act 2000 whereby local authorities can, in effect, take control of bus operations in a specified area
Quality Bus Initiative	QBI	Specific bus routes (normally tendered services) where the local authority purchase new vehicles to operate the service
Quality Bus Corridors	QBC	Specific bus routes where Quality Partnerships have been agreed (see below)
Quality Partnerships		Voluntary or statutory agreements whereby operators improve the quality of the vehicles and the local authority improves infrastructure
Quiet Lanes / Greenways		Quiet Lanes and Greenways are initiatives that aim to give better mobility and access for people on foot, bike or horseback or for people with disabilities. Greenways are designed for shared use and largely exclude motorised vehicles. They are in and around towns, cities and the countryside. Quiet Lanes are minor rural roads, already lightly trafficked where extra traffic measures will improve their attractiveness for non-motorised users

Definition	Acronymn / term	Description
Reallocation of Roadspace		Generic term for measures designed to increase roadspace for sustainable transport by reducing the amount of roadspace available to other traffic
Regional Development Agency	RDA	RDAs are responsible for setting and implemeting regional economic development agendas. The West Midlands RDA is *Advantage West Midlands*
Regional Transport Strategy	RTS	Sets out the necessary transport and investment policies needed to achieve the transport objectives of the Regional Spatial Strategy
Revenue Funding		Financial resources allocated over a period of time, usually to fund on-going initiatives or costs
Rights of Way	RoW	Minor public highways that exist for the benefit of the community at large. They are usually footpaths, bridleways or byeways
Road User Charging		Generic term for direct charging for the use of roads. Often used to imply charging to tackle congestion, also known as congestion charging
Road Traffic Reduction Act 1997	RTRA	Act of Parliament to require local authorities to prepare reports relating to the levels of road traffic in their areas
Rural Bus Subsidy Grant		Ring-fenced funding for rural bus services
Safer Routes to School	SRS	Programme of schemes designed to increase safety for children on the journey to school and encourage more use of sustainable modes
Seamless Journeys		Integrated trips that utilise one or mode of transport where interchange is accomplished smoothly and with minimal delay / inconvenience
Selective Vehicle Detection	SVD	Technology, normally utilised for buses, that detects the target vehicle and sets traffic signals etc to allow priority passage
Severance		The degree to which people using non-motorised modes (pedestrians - cyclists and equestrians) are faced with barriers to accessing goods and services
Shopmobility		Charity scheme to assist with shopping that normally provides manual and powered wheelchairs and scooters to anyone with a mobility problem
Short Stay Car Parking		On or off-street car parking designated or priced to facilitate a turn over of vehicles with a stay of up to approximately 3 hours
Site of Special Scientific Interest	SSSI	Nationally important sites for wildlife or earth science where proposed development must be given special scrutiny
Social Exclusion		Circumstances where people or places suffer from a series of problems such as unemployment, discrimination, poor skills, low incomes, poor housing, high crime, ill health and family breakdown
Regional Spatial Strategy (formerly Regional Planning Guidance)	RSS	Part of the national planning system. Its main purpose is to provide a long term land use and transport planning framework for the Region in order to guide the preparation of local authority development plans and local transport plans
Statutory Undertakers		Organisations licensed by the government under the New Roads and Street Works Act 1991 to excavate roads, verges and footways. They include all electricity, gas, water, telephone, cable, television and other telecommunication companies
Strategic Environmental Assessment	SEA	A broad appraisal of the environmental impact of plans and programmes with a view to promoting sustainable development
Strategic Plan for Warwickshire		Community strategy for the County. Its overriding aim is to improve the quality of life for Warwickshire people and to do this by ensuring that a whole range of public agencies work together
Strategic Rail Authority	SRA	Government agency with responsibility for developing strategic programmes for the rail network

5 Glossary of Terms and References

Definition	Acronymn / term	Description
Structure Plan		Strategic land use plan produced at County level, along with the district Local Plans it forms the County's Development Plan
Surface Access		Arrangements for access to a location by modes other than air transport
Sustainability		Extent to which conduct meets the needs of the present without compromising the ability of future generations to meet their own needs
Sustainability Appraisal		Assessment of the degree of sustainability
Sustrans		A charity that works on practical projects to encourage people to walk, cycle and use public transport
Taxis		Vehicles licensed by the local authority which may sit on Licensed Taxi Ranks or ply for hire
Through-Ticketing		Arrangements whereby a single ticket will allow passage over several stages and/or operators of a public transport journey
Traffic Calming		Generic term for measures to slow and/or discourage traffic and improve safety
Traffic Commissioner		Licensing authority for passenger carrying and goods vehicles
Traffic Management Act 2004		Act of Parliament that introduced Network Management Duty, Traffic Managers and increases in powers available to local authorities operating Decriminalised Parking Enforcement
Traffic Manager		Statutory appointment under the Traffic Management Act 2004 whereby local traffic authorities have a duty to secure the expeditious movement of traffic on their road networks, and to facilitate the expeditious movement of traffic on other authorities' networks
Traffic Modelling		Methodology for replicating and predicting traffic across a road network undertaken by computer software packages
Train Operating Company	TOC	Company holding a franchise to operate train services under the terms of the Railways Act 1993
Trans European Network	TEN	Strategic transport and communications networks across the European Union, designated because of their importance for the future development of Europe
Transport Act 1985		Act of Parliament that introduced deregulation of the bus industry
Transport Act 2000		Act of Parliament that introduced the LTP process, Quality Bus Partnerships and Quality Bus Contracts
Transport Assessment	TA	Method of analysing the effects on the transport network as a result of new development
Transport Economic Efficiency tables	TEE	Tool for presenting the results of cost benefit analysis of transport schemes based on the DfT's standard software tools, TUBA, COBA and QUADRO
Transport User Benefits Appraisal	TUBA	DfT software tool for predicting a financial benefit or loss to users as a result of transport improvement schemes
Travel Plans		A package of measures tailored to the needs of individual employers or schools and aimed at promoting greener, cleaner travel choices by reducing reliance on the car
TravelWise		Generic term for measures to reduce society's dependence on car use by: raising awareness of environmental, health, economic and social effects of car use; changing attitudes towards car use; promoting more sustainable modes of travel, and lifestyles which require less travel; encouraging action to change travel behaviour and reduce unnecessary car use.

Glossary of Terms and References 5

Definition	Acronymn / term	Description
Trip Rates		A measure of the number of traffic/people movements to and from a location for a given trip rate parameter.
Trunk Roads		Strategic roads which, along with motorways, are managed on behalf of the government, by the Highways Agency rather than the local highway authority
Urban Traffic Management and Control	UTMC	An approach to the use of Intelligent Transport Systems sponsored by DfT which aims to manage traffic through a range of electronic and technical initiatives
Vulnerable Road User		A person who is not in a car or other motor vehicle
West Midlands		The standard planning region comprising the seven Metropolitan Authorities (Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton), the four Shire Counties (Shropshire, Staffordshire, Warwickshire and Worcestershire) and the three Unitary Authorities (Herefordshire, Stoke on Trent and Telford and Wrekin)
Wheels to Work		A generic name for schemes to help young, unemployed and disadvantaged people get into work, by providing short-term scooter loans, or sometimes providing additional services, such as driving lessons
Workplace Car Park Charging		Scheme whereby a Local Authority levies a tax on private parking spaces provided by employers

5 Glossary of Terms and References

A1 - National Policy Context

National Policy

The White Paper on the Future of Transport

Last year's Government White Paper on Transport, 'The Future of Transport' (July 2004) sets out the current thinking on the development of the UK transport network up to 2030. This document builds on the themes and proposals set out in the Government's 10 Year Transport Plan (2000), but recognises a number of key changes in priorities. The transport strategy set out within the White Paper is built around three central themes:

- Sustained capital investment over the long term;
- Improvements in management of the transport network, with a particular emphasis on 'locking in' the capacity benefits of any improvements; and,
- Recognising that we cannot build our way out of the problems that are faced on the highway network, and that doing nothing is not an option.

Key elements of the strategy of the White Paper include:

- Enhancing the road network to provide capacity where it is needed;
- Central Government leading the debate on road pricing;
- Exploiting the potential of new technology for improving the management of traffic and the information which motorists receive during their journey;
- Ensuring that costs within the rail industry are kept under control and that stability is retained in the long term;
- Implementation of the proposals contained within the Rail Utilisation Strategies and the longer term Regional Planning Assessments;
- Development of more congestion charging schemes to improve the flow of traffic;
- Encouraging more road space to be made available for buses;
- Provision of demand responsive services to meet accessibility needs where conventional bus services cannot be supported;
- Promotion of School and Workplace Travel Plans, and personalised journey planning information; and,
- Improvement of local environments to encourage walking and cycling, particularly for trips to school.

The LTP has been produced within the context of this national transport strategy.

Sustainability

One of the key objectives underlying Government policy is the principle of sustainability, which relates to balancing the needs of today without compromising the needs of future generations. The Government's document, 'A Better Quality of Life: A Strategy for Sustainable Development in the UK' (May 1999) sets out the four key principles of sustainability:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources; and,
- Maintenance of high and stable levels of economic growth and employment.

Transport has an important role to play in addressing sustainability, particularly through reducing congestion, improving local environments, and encouraging healthier and safer lifestyles. This can include:

- Promoting walking and cycling as alternatives to the private car, particularly for short journeys;
- Developing travel plans for school and business related journeys; and,
- Using promotional campaigns to influence travel behaviour and change 'hearts and minds'.

The County Council is firmly committed to the principle of sustainability in all its duties and functions.

Strategic Environmental Assessment

The EC Directive on Strategic Environmental Assessment (SEA) came into force in June 2001. The UK Government incorporated the SEA requirements into law in July 2004. The guidance requires national, regional and local authorities to carry out a Strategic Environmental Assessment of certain plans and programmes they prepare. This includes the 2006 Final LTP submission.

6 Annex 1

The Directive signalled a change in the way that elements of the environment and wider sustainability issues are considered within plan making in the public sector.

In the context of this background, the County Council has prepared a draft Environmental Report based on a Strategic Environmental Assessment of the Provisional LTP, the results of which are set out in Annex 2 of this submission. The Environmental Report will be consulted on in parallel with the Provisional LTP during Autumn 2005.

The Traffic Management Act 2004

The Traffic Management Act 2004 places a duty on all local transport authorities to manage the their road network with a view to "securing the expeditious movement of traffic on the authority's road network and facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."

The objective of the Network Management Duty is to ensure that all local authorities take action to reduce or minimise congestion, while considering the needs of all road users.

The benefits of better management of the road network are:

- Congestion and pollution is reduced;
- Business can operate more efficiently through the quicker and more
- Reliable delivery of goods and services;
- People are able to access their destinations more easily, saving time and money;
- Public transport can operate more easily, potentially further relieving congestion on the road by maximising the use of the existing network;
- More is made of the investment represented in the existing asset, and,
- The need for more radical solutions is reduced.

The County Council recognises the need to identify current and future causes of congestion and disruption, and to plan and take action accordingly. Warwickshire's Network Management Duty Strategy is contained in Annex 2 to the LTP.

Planning Policy Guidance Notes: PPG13 'Transport' and PPG6 'Town Centres and Retail Development'

The LTP accords with national Planning Policy Guidance contained in PPG13 'Transport' and PPG6 'Town Centres and Retail Development'.

LTP Guidance

This LTP has been produced in response to the Full Guidance on Local Transport Plans: Second Edition and supplementary guidance subsequently issued by the Department for Transport.

Regional Policy

The Regional Spatial Strategy for the West Midlands

The Regional Spatial Strategy for the West Midlands was published in June 2004.

Through the development of the Regional Spatial Strategy, four main challenges have been identified for the West Midlands Region. These are:

- **Urban Renaissance** - developing the Major Urban Areas of the Region in such a way that they can increasingly meet their own economic and social needs in order to counter the unsustainable outward movement of people and jobs;
- **Rural Renaissance** - addressing more effectively the major changes which are challenging the traditional roles of rural areas and the countryside;
- **Diversifying and modernising the Region's economy** - ensuring that opportunities for growth are linked to meeting needs and that they help reduce social exclusion; and
- **Modernising the transport infrastructure of the West Midlands** - and thus supporting the sustainable development of the Region.

The overall Spatial Strategy can be broadly summarised as enabling all parts of the Region to sustainably meet their own needs, in a mutually supportive way. There is also a strong emphasis on protecting and enhancing the environmental assets of the Region, and where appropriate making economic use of them.

In the Major Urban Areas (MUAs) of Birmingham/Solihull, the Black Country, Coventry and the North Staffordshire conurbation, more development opportunities will be created to retain and attract people and investment. In other areas, new development will be focused on the Region's other large settlements and in particular the five sub-regional foci of Hereford, Rugby, Shrewsbury, Telford and Worcester.

The Spatial Strategy objectives are as follows:

- To make the MUAs of the West Midlands increasingly attractive places where people want to live, work and invest;
- To secure the regeneration of the rural areas of the Region;
- To create a joined-up multi-centred Regional structure where all areas/centres have distinct roles to play;
- To retain the Green Belt, but to allow an adjustment of boundaries where this is necessary to support urban regeneration;
- To support the cities and towns of the Region to meet their local and sub-regional development needs;
- To support the diversification and modernisation of the Region's economy while ensuring that opportunities for growth are linked to meeting needs and reducing social exclusion;
- To ensure the quality of the environment is conserved and enhanced across all parts of the Region;
- To improve significantly the Region's transport systems;
- To promote the development of a network of strategic centres across the Region; and
- To promote Birmingham as a world city.

The Regional Transport Strategy

The Regional Transport Strategy (RTS) is an integral and essential element of the Spatial Strategy; indeed many key elements of the latter can only be realised if the necessary transport and investment policies set out in the RTS are implemented.

The aim of the RTS can be summarised as providing a strategic framework to:

- Ensure better integration between transport policies and priorities and the wider Spatial Strategy;
- Bring together the outcomes of the multi-modal studies affecting the Region; and
- Steer the development of the Region's LTPs

These aims are put into practice via 12 policies. **Policy T1** provides the essential framework for the RTS, concentrating on improving accessibility, reducing the need for travel, expanding travel choice and addressing congestion while improving safety and protecting the environment. The remaining policies are focused more on delivery, translating into specific guidelines and priorities for investment.

Policy T2 focuses on reducing the need to travel by encouraging sustainable locational decisions for new development, supporting technological alternatives to travel and supporting the provision of goods and services locally. Walking and cycling improvements are facilitated in **Policy T3** while **Policy T4** promotes travel awareness. This embraces a specific recommendation for LTPs to include the following targets for School and Workplace Travel Plans:

- 50% of schools to have a School Travel Plan by 2006 and 100% by 2011; and
- 30% of all employees to work in organisations with a Workplace Travel Plan by 2011 and 50% by 2021.

Public transport improvements are covered in **Policy T5** which sets out an integrated hierarchy of services with highest priority afforded to the MUAs followed by other areas but in all cases the aim is to achieve a frequent, affordable, secure and attractive public transport service.

Policy T6 focuses on strategic Park and Ride, identifies the development of possible locations to the north of Wolverhampton and outside Worcester and lays down a set of criteria for assessing other locations.

Car parking issues are addressed in **Policy T7**. This prescribes PPG13 as the basis for setting Car Parking Standards for new development. The use of car parking management techniques to reduce congestion and encourage more sustainable forms of travel is also recommended.

Local authorities are encouraged to bring forward road user charging in the more congested city centres by 2011 as one of the demand management measures highlighted in **Policy T8**.

Policy T9 sets up a series of measures to manage and develop the Region's strategic road network and issues concerning freight are covered in **Policy T10** including the role of local freight strategies in LTPs.

6 Annex 1

Policy T11, which addresses airports policy, although written prior to the Aviation White Paper and scheduled to be updated, identifies the continuing role of Birmingham International as the Region's principal airport and stresses the requirement of satisfactory surface access developments to accompany any future growth. Use of Coventry Airport by charter or scheduled passenger flights should be subject to the availability of public transport to serve the airport.

Finally, **Policy T12** provides details of the wide range of schemes for which investment is required in order to implement a programme of delivery in order to attain the objectives of the Regional Transport Strategy and thence the Regional Spatial Strategy.

The Region's Transport Delivery Plan, published in March 2005, focuses on the priorities for investment identified in Policy T12 and identifies which agencies are responsible for the projects, the estimated costs, and timescale information.

The Regional Economic Strategy

The West Midlands Economic Strategy, *Delivering Advantage*, has been produced by the Regional Development Agency, Advantage West Midlands within the framework of the West Midlands Regional Concordat. It covers the period 2004 -' 2010 and is consistent with various other regional documents including the Regional Spatial Strategy.

The importance of transport to the economy is acknowledged implicitly throughout the Economic Strategy and its role underlies many of the challenges identified. Developing the Visitor Economy, for example, is highlighted as a powerful tool to assist economic development and regeneration in urban and rural economies, however good transport links will be essential for the potential of such visions to be realised.

More specifically, the transport challenge is identified as one of five key areas to be addressed with the highest priority in order to create conditions for growth. The Regional Transport Strategy, which has been developed within the Spatial Strategy has identified priorities for transport investment. Delivery of the RTS is being championed by the Regional Assembly's Transport Partnership, which has produced a Transport Priorities document, *The Transport Priorities for the West Midlands.*

The approach to transport in *Delivering Advantage* is based on supporting implementation of the RTS and requiring regional partners to focus on delivering all elements of the plan for investment and to take the lead on national, regional and local priorities. It is acknowledged that lack of funding will be an issue and emphasis is therefore also given to developing ways in which alternative financial support may be secured.

Within the 45 point Action Plan contained in the Strategy, the action related to transport summarises the broad aim to champion the delivery of the Regional Transport Strategy and the regional transport priorities. This is supported by four specific actions:

- Develop the Regional Assembly Transport Partnership as a focus of advocacy, lobbying on transport priorities, research and support in improving the region's transport system;
- Ensure the RTS is consistent with the aims of *Delivering Advantage*;
- Refresh and republish the Transport Priorities document in the light of RTS; and
- Examine and implement regional actions based on the results of a national study into innovative ways of funding the delivery of transport priorities.

Regional, Sub-Regional and Local Studies

West Midlands Regional Lorry Parking Study

A combination of the Regional Spatial Strategy for the West Midlands (RSS11), discussions within Freight Quality Partnership meetings across the region and the campaign agendas of HGV driver's representative groups have all highlighted a perceived shortage of suitable lorry parking facilities within the West Midlands. The West Midlands Regional Freight Study also examined the issue and suggested that there were significant gaps in parking provision. The recommended regional freight strategy, the main output from that study, suggested a number of ways in which provision could be enhanced.

Local Authorities do have powers under Section 115 of the Highways Act 1980 to provide lorry parking off the highway. However the Act does not impose any obligation on Local Authorities to provide parking facilities, it merely gives them the power to do so. A combination of funding, political and planning issues means that to date within the West Midlands these powers have rarely been used. In contrast, the Department for Transport and the Highways Agency have long held a clear strategic planning policy in relation to parking in general, resulting in a network of Motorway Service Areas (MSAs). However there are a number of issues associated with MSAs and their use by lorries.

To address these problems, a partnership of Advantage West Midlands, the West Midlands Regional Assembly and a number of West Midlands local authorities (including the County Council) commissioned the West Midlands Lorry Parking Study, in order to develop a better understanding of the demand and supply side factors impacting upon the provision of lorry parking sites within the West Midlands. The objectives of the study were fourfold:

1. To identify the location and level of existing lorry parking facilities in the region (i.e. the current 'supply');
2. To identify locations within the region where high levels of HGV generation can be expected, and consequently where there is likely to be a need (demand) for some type of lorry parking facility. To match existing supply to this demand, and hence identify broad locations in the region where new lorry parking facilities are potentially required, and the level of provision that may be required at those locations;
3. To develop a criteria based approach for use in identifying and assessing potential locations/sites for new lorry parks and the level of service provision which may be required at those new lorry parking facilities; and
4. Action for Delivery. To identify the factors which are restraining the development of new parking facilities. To identify actions by which individual Local Authorities and other agencies can undertake to bring forward additional facilities where they have been identified as being potentially required.

The key implications for Warwickshire arising from the study are set out within the County Council's Sustainable Freight Distribution Strategy in Annex 2.

West Midlands Area Multi-Modal Study (WMAMMS)

The final report of the West Midlands Area Multi-Modal Study was published in October 2001. The study considered the future of transport in the West Midlands conurbation (excluding Coventry) over a period of 30 years up to 2031. The study recommended a strategy that would transform the area's transport infrastructure and the way in which people in the conurbation travel. It also provided a framework for sustainable regeneration and growth of the area to support the Regional Spatial Strategy.

The overall aim of the strategy recommended by the study was to reduce congestion, improve safety, reduce the impact of transport and the environment and provide sustainable alternatives to the car. To achieve this, the study identified the need for major investment in all forms of transport, including walking, cycling, public transport and highway infrastructure.

The study concluded that road, rail, Metro, bus, walking and cycling all have a role in satisfying the future demand for the movement of people and goods through and within the conurbation. However, as well as infrastructure improvements, the study identified the need for a significant change in travel behaviour through initiatives to change 'hearts and minds'. Future charging for the use of congested roads was recommended in the longer term to support these measures.

In terms of specific improvements recommended by the study, the following are of relevance to Warwickshire:

•   Improved facilities for walking and cycling;
•   Bus improvements, including Super Showcase routes;
•   Major heavy rail improvements, including capacity enhancements between Coventry, Birmingham and Wolverhampton;
•   Improvements to suburban rail services; and
•   Widening of the M42 between Junctions 3A and 7.

West to East Midlands Multi-Modal Study (W2EMMMS)

The final report of the West to East Midlands Multi-Modal Study was published in August 2003. The overall recommended strategy consists of a phased, integrated package of measures that would need to be implemented as a whole in order to achieve the overall beneficial impact. Given the need for strong cross-boundary working between the East and West Midlands region, the focus of the public transport improvements concentrated on providing strategic bus and coach services, together with improvements to key interchanges.

Three packages of measures were developed during the study to meet the study objectives, all with varying levels of public transport and highway improvements. From the assessment of the three packages it became clear that few major new transport schemes (such as widening of significant lengths of motorway) would be needed. The majority of the long distance highway routes in the study area were thought to have adequate capacity for the expected future number of traffic movements, although a number of junctions were identified as requiring improvement. In addition, the study forecasted that the rail network would generally accommodate increased use by the provision of longer trains and certain capacity improvements

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Consultation during the study to identify a preferred package of measures reinforced the importance of improving public transport, whilst supporting a degree of highway improvements to overcome specific congestion bottlenecks. These would need to be supported by demand management and behavioural measures, along with better modal interchange facilities.

In terms of specific improvements recommended by the study, the following are of relevance to Warwickshire:

- Improvements to the A5 around Nuneaton and Hinckley, and between the M42 and the M69;
- Provision of the A51 Dosthill Bypass (south of Tamworth);
- Upgraded services on the Nuneaton - Coventry rail line and/or light rail;
- Delivery of Coleshill Parkway; and
- Capacity enhancements to the rail line between Coventry, Birmingham and Wolverhampton.

No significant rail schemes (such as the International Link between Whitacre Junction and Birmingham International) were proposed in the short/medium term due to deliverability and funding issues.

London to South Midlands Multi-Modal Study (LSMMMS)

The final report of the London to South Midlands Multi-Modal Study was published in February 2003. The study covered a significant area from Rugby and Corby in the north, Milton Keynes in the west and Cambridge in the east. It included the M1, A5, A1(M), A14 and M11 corridors, and part of the M25 north of London. It also included the West Coast Main Line, Midland Main Line and East Coast Main Line.

In terms of specific improvements recommended by the study, the following are of relevance to Warwickshire:

- Improvements to the A14 from the M1/M6 to Cambridge;
- Expansion of rail services on existing north-south rail services;
- Measures to reduce the over reliance on the car and encourage use of public transport, including better bus/rail integration and a number of new parkway stations.

West Midlands Rail Utilisation Strategy (RUS) and Regional Planning Assessment (RPA)

The SRA has undertaken and are continuing the development of a number of 'Route Utilisation Strategies' aimed at identifying the best use of capacity at key 'pinch-points' on the rail network in the short to medium term. In addition, work has also started on the preparation of a Regional Planning Assessment for the West Midlands that will take a medium to long-term view of future demand for improved rail services and infrastructure. The new structure for the railways set out in the White Paper *'The Future of Rail'* envisages that both these activities will continue although they will be undertaken by different organisations, most probably, Network Rail and the DfT respectively.

A draft of the West Midlands Route Utilisation Strategy was published in February 2005 at the start of a 12 week consultation period.' The final version is due to be published in Summer 2005. The draft of the West Midlands Regional Planning Assessment is due in late Spring 2005 with a similar period of consultation.

The findings of the final versions of both these documents will impact on the future of the rail network at a national, regional and local level.

Sub-Regional Policy

The West Midlands Regional Spatial Strategy recognises the specific dynamics and priorities of the Coventry/Solihull/ Warwickshire Sub-Region. The Sub-Region has a number of unique transport needs that are not provided for within improvements to the numerous radial corridors that emanate from Birmingham and the West Midlands conurbation. These include the North/South Corridor between Nuneaton, Coventry and Leamington, and access to Birmingham International Airport.

Coventry City Council, Solihull Metropolitan Borough Council and Warwickshire County Council have agreed a Memorandum of Understanding to promote a co-ordinated approach to transport provision in the Sub-Region. The three authorities meet regularly to discuss existing and future provision of transport in the area, and discuss co-ordinated responses to key national and regional policy documents.

Over the last five years, two key sub-regional studies have been undertaken to develop a number of multi-modal improvements to transport and accessibility. These are summarised below:

Coventry Area Network Study (CANS)

The County Council in conjunction with Centro and Coventry City Council commissioned the Coventry Area Network Study (CANS) Study in June 2001. The purpose of the study was to develop an appropriate public transport strategy for the city and the key cross-boundary corridors namely, Coventry-Bedworth-Nuneaton, Coventry-Rugby and Coventry-Kenilworth-Leamington-Warwick. The Final Report on the study was published in January 2002.

Two strategic options were generated for the study area. One comprised a greatly improved network of bus services across the City and the key cross-boundary corridors and the other comprised a three line light rail network, including a route to Bedworth and Nuneaton involving shared running on the heavy rail line.

The study assessed the comparative merits of each option in respect of the main corridors in the study area. The institutional issues surrounding cross-boundary planning were also considered.

A demand forecasting model was developed to establish the modal shift that each strategy would achieve and to appraise how successful each would be in meeting LTP targets.

Broad cost estimates were prepared for the two strategies.

The main findings and recommendations of the study were:

- Bus services should be retained as the core of the public transport network for the next 10 years and beyond. A comprehensive improvement of bus services across the study area should be implemented;
- The Study proposes the following measures to improve bus services:

  - Expansion of Bus Showcase network;
  - Expansion of bus priority measures;
  - Revision of the bus network to provide new links and better penetration of city centre and catchment areas;
  - Increased frequencies;
  - Improved vehicle standards;
  - Improved public information; and
  - Ticketing integration.

- Light rail (LRT) is worth investigating in more detail in the Coventry-Bedworth-Nuneaton corridor, as the potential exists for track sharing with heavy rail services. This could provide an opportunity for implementing improved rail services at a lower capital cost than either on-street LRT or conventional rail services, whilst providing a better service than heavy rail could achieve. The study did look at a three route LRT network but the Coventry-Nuneaton track-share is the only option with the potential to be viable in the medium term;
- If pursued, an LRT scheme in this corridor could be used to provide a link between Coventry railway station, city centre and bus station;
- In the longer term an LRT scheme could be pursued in the Coventry-Kenilworth-Leamington corridor subject to available track capacity;
- Park and Ride could contribute to modal shift for trips into Coventry City Centre, and sites could be developed to serve other towns in the study area. However, this would be a supporting measure to the proposed strategy and could not alone form the basis of achieving policy objectives;
- As part of any public transport strategy steps should be taken to ensure that special needs transport can be integrated into an improved bus or LRT network;
- An officer group should be created to integrate transport planning across the Coventry/Centro and Warwickshire boundary. This group should lead the planning of all public transport service developments in line with the recommendations set out below.' Subject to discussion with Government Office-West Midlands, consideration should be given to formalising this arrangement to strengthen bids for funding;
- Public transport improvements on the scale required to achieve modal shift objectives will entail changes that substantially impact on residents and businesses in the study area. Implementation of the proposed strategy will require public approval. A communication programme will be needed to explain the need for change, describe the policies that are proposed, and seek involvement in the planning process;
- An on-going, whole area 'partnership' should be created to manage the delivery and improvement of bus services;
- Locating development in corridors that support high frequency public transport services would support an effective public transport strategy. Site layout should provide easy access to stops; and,
- Capital funding should be pursued through the LTP process. Additionally, discussions should be held with DfT to establish what funding options would be available if there were a proven case that a revenue-funded strategy would provide best value.

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Birmingham International Airport North East Catchment Area (BIANCA)

The purpose of the BIANCA Study was to develop a sustainable access strategy for trips between the 'north east' catchment area and Birmingham International Airport and the National Exhibition Centre. The north east catchment area comprises the bulk of the East Midlands including Derby, Nottingham and Leicester as well as local areas such as Nuneaton and Tamworth.

BIA is the fifth largest passenger airport in the UK. The NEC alongside the airport is a unique facility in the UK attracting a wide range of shows and exhibitions through the year. Both developments are forecast to increase their business significantly in the future and have sustainable travel policies to encourage the use of public transport to minimise the impact on the strategic and local highway network.

The County Council managed the study process on behalf of a steering group comprising representatives of Birmingham International Airport, Centro, Solihull Metropolitan Borough Council, the National Exhibition Centre, The West Midlands Regional Assembly Transport Forum, Birmingham City Council, Government Office for the West Midlands, Advantage West Midlands and the County Council.

The study was required to address the options for improving access from the north east catchment to BIA and the NEC and to recommend a strategy for the short, medium and long term. The existing public transport network from the study area is focused on Birmingham City Centre and Coventry, although rail services provide direct access through Birmingham International Station concentrated on the South East to North West corridor. From most parts of the north east catchment area an interchange between public transport services is required, whereas the motorway and trunk road network provides relatively good access by car and taxi. Hence the current public transport modal split to BIA and the NEC from the study area is low.

A consultation with industry stakeholders and a range of interest groups was undertaken together with an analysis of existing services, transport patterns and results of previous studies.

Following the consultation and analysis, eight options for improving access from the north east catchment were defined. The options involved a mixture of bus, coach and rail services and infrastructure improvements building on the do-minimum scheme involving the development of Coleshill Parkway and four local bus services through the site serving the local area and BIA/NEC.

A study specific linked-spreadsheet model was created based on the do-minimum 2001, 2011, 2021 and 2031 public transport models from the West Midlands to East Midlands Multi-modal Study. Economic, social and environmental costs and benefits of the options were estimated and used to assess the financial and economic viability of the options in the different evaluation years.

Other Studies within the Sub-Region

A number of other studies have recently been undertaken within the Sub-Region specifically to inform the development of the second LTP. These are:

- Coventry/Solihull/Warwickshire Transportation and Regeneration Study (see North/South Corridor Area Chapter);
- Coventry - Nuneaton Light Rail Study; and
- North/South Corridor Public Transport Options Study.

These studies have played a key role in the development of public transport proposals in the North/South Corridor and the transport strategy for the sub-region.

Local Policy

Warwickshire Structure Plan 1996-2011

The policies and proposals of the Warwickshire Structure Plan 1996-2011 (published in August 2002) are consistent with the LTP. A summary of the main transport policies is set out in Table 1 below:

Warwickshire Structure Plan - Summary of Transport Policies	
Policy	**Summary of key elements**
T1 Transport Objectives	Promotion of the integration of land uses and transport planning to improve accessibility and the physical relationship between where people live and work. Promotion of alternatives to use of the car for certain journeys, particularly walking, cycling and public transport. Identification of the links between transport and economic vitality. Reduction of the environmental impact of traffic and transport.
T2 Transport Targets	Targets identified for reducing car usage across the County, including growth in peak-hour vehicular traffic in the North/South Corridor and the major urban areas, the journey to school/college, cycling trips in the major urban areas, public transport patronage and private car traffic levels in the main town centres. These have subsequently been refined through the LTP process.
T3 Transport Corridors	Promotion of improvements to the choice and quality of transport in the main transport corridors, i.e. commuting corridors into the West Midlands conurbation, the North/South Corridor, and the main urban areas of the County. Securing of funding towards improvements from major development that generate significant transport demands.
T4 The Impact of Development on the Transport System	Local Plans to provide a framework consistent with Policy T1 and the targets in Policy T2 to ensure that the needs of people to access new development are fully met, and that legal agreements to secure the necessary financial contributions are put in place.
T5 Influencing Transport Choice	Promotion of greater transport choice through travel plans, Maximum Parking Standards for new development, town centre parking provision (short stay versus long stay) and travel promotion (e.g. Travelwise).
T6 Traffic Management	Securing consistency of traffic management measures within the context of the overall objectives and targets of the plan, with particular priority to the needs of pedestrians, cyclists, public transport, mopeds, small motorcycles and the mobility impaired.
T7 Public Transport	Promotion of improvements to public transport services and facilities (to both existing and new development) as a genuine alternative to the private car. Identification of bus-based Park and Ride schemes north of Stratford-upon-Avon (Bishopton) and south of Leamington, to serve both Warwick and Leamington town centres. Identification of new railway stations at Warwick Parkway (opened in Autumn 2000), Kenilworth, Arley and/or Galley Common, Coleshill/Hams Hall and Kingsbury.
T8 New Roads	New roads will only be built where the objectives of Policy T1 cannot be achieved in any other way, and where they are necessary to facilitate significant improvements in safety, environmental quality, economic activity or conditions for public transport and other road users. Identification of the following strategic road schemes: Stratford Southern Relief Road Eastern Extension (opened Summer 2004), Barford Bypass, Rugby Western Relief Route and Studley Bypass.
T9 Balancing Development with Transport Capacity	Development identified in Local Plans should be located wherever possible where there is capacity within the existing transport network or where there are firm proposals to improve the transport network.
T10 Developer Contributions	Securing developer contributions towards public transport, pedestrian and cycling infrastructure, along with highway and traffic management schemes which provide access to or support development and regeneration.
T11 Rail Freight Facilities	Local Plans should safeguard existing and committed rail freight depots. Where economically feasible, large scale new industrial development should make provision for the bulk movement of goods, raw materials and waste by alternatives to road haulage.
T12 Air Travel	Clarification of the role of Birmingham International and Coventry Airports within the West Midlands and Warwickshire respectively, including criteria for their expansion. Identification of the circumstances where recreational flying and training and helicopter activity is appropriate within the County.
T13 Motorway Service Areas	Local Plans should not provide for any additional motorway service areas (MSAs) in the County.

District/Borough Council Local Plans

The five District/Borough Councils in Warwickshire either have an adopted Local Plan, or are in the process of reviewing their Plan. The County Council will continue to work with the District/Borough Councils as they develop their first Local Development Frameworks (LDF) to ensure consistency is achieved with both the Structure Plan and the LTP.

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Local Air Quality Management Action Plans

At present, there is only one established Air Quality Management Action Plan (AQMAP) within the County at the M6/M42/A446 south of Coleshill in North Warwickshire. An AQMAP is currently in production for the whole of the urban area of Rugby following designation of an AQMA in late 2004. Based on our understanding of existing and emerging problems within Warwickshire, further Action Plans are likely to come forward within Warwick District and Nuneaton and Bedworth Borough during the second LTP period.

Further details on air quality issues can be found in the Air Quality Strategy in Part 2 of this document.

A2 - Involvement, Consultation and Engagement

Wider Reference Group

The Local Strategic Partnership (LSP) for Warwickshire brings together the public, private, voluntary and community sectors to improve services and to improve people's quality of life. Its roles include taking a strategic view on key issues affecting the County. All the main public agencies and voluntary bodies are represented on the partnership in one way or another, for example through membership of the main coordinating group or one or more of the theme groups dealing with key issues.

In Autumn 2003 the LSP's Transport Theme Group agreed to form a Wider Reference Group to give a range of organisations and interests the chance to participate in the development of the new Local Transport Plan. This Wider Reference Group, comprising as it does a wide range of stakeholders, has played a key role in shaping the plan.

The initial stage in reviewing the 2000 – 2005 LTP involved the distribution of a Transport and Access survey to seek views on the scale of transport problems in Warwickshire and the importance of various measures to tackle these problems. The survey was distributed to the Wider Reference Group and posted on the Warwickshire web site to allow members of the public to offer their views.

Drawing on input from the initial work, the LTP was thoroughly reviewed and a new version prepared to take account of changes to national, regional and local policy and to identify a rolling programme of transport and accessibility improvements in order to respond to transport requirements up to 2011. The document also set out what improvements will be needed over the next 15-20 years to deliver the quality of life which the County Council would like to see for all its citizens.

A Wider Reference Group meeting was held in early 2005 to enable a comprehensive range of stakeholders to learn more about the emerging LTP and participate in the process of prioritising issues and building the new Plan. A range of issues from the meeting were carried forward into the LTP development.

Citizens Panel

Warwickshire County Council's Citizen's Panel was set up in 2000, as a way of keeping the Council informed about public opinion. It is made up of 1000 Warwickshire residents across the county. People are chosen on the basis of age, gender, where they live, ethnicity, disability etc. in order to be representative of Warwickshire as a whole. The panel is refreshed and updated regularly to make sure good response rates are maintained. The Citizens' Panel Wave 5 - Road Safety and Transport, was carried out in early 2002 and members were asked to give their views on roads and transport. The results were used to inform the LTP review.

Special Interest Groups

In addition, to the Wider Reference Group and Citizens Panel, many of the strategies in the LTP were developed in consultation with special interest groups. As the LTP is implemented, there will be ongoing consultation with interested stakeholders.

Consultation on the Provisional Plan

Subsequent to being submitted to the Government in July 2005, the Provisional LTP was used as the basis for a further round of consultation. The document was made available and publicised on the County Council's website where there was also an on-line questionnaire. A DVD was produced that provided an overview of progress to date and plans for the future and this was distributed widely to stakeholders in the WRG, as well as all Parish Councils and any members of the public who requested a copy. Week-long exhibitions were held at various locations across the County and the entire process highlighted to the public by a number of radio interviews and articles in local newspapers.

Summary of Consultees

Table xxx provides a listing of groups who were consulted on the LTP in addition to all Warwickshire's County Members, Parish Councils and all MPs representing the area.

Stakeholder Groups
ASK (A Station for Kenilworth)
Action 21
Advantage West Midlands
Arriva Midlands
Barford Residents Association
Birmingham City Council
British Waterways
Central Trains
Centro (West Midlands Passenger Transport Executive)
CEPOG (West Midlands Chief Engineers and Planning Officers Group)
Chiltern Railways
CLARA (Central Leamington Residents' Association)
Connexions
Council of Disabled People
Countryside Agency
Coventry & Warwickshire Chamber of Commerce
Coventry & Warwickshire Partnership
Coventry & Warwickshire Learning and Skills Council
Coventry City Council
CPRE
CTC Warwickshire
Community Volunteer Service
English Heritage
Environment Agency
First Wyvern
Freight Transport Association
Friends of the Earth
Geoff Amos Coaches
Gloucestershire County Council
Government Office for the West Midlands
Guide Dogs for the Blind Association
Heart of England Tourist Board
Highways Agency
JobcentrePlus

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Stakeholder Groups
Johnson's Coaches
Leamington Society
Learning and Skills Council
Leicestershire County Council
Living Streets
Mid-Warwickshire Chamber of Commerce
Mike De Courcy Coaches
Motorcycle Action Group
Network Rail Midlands
North Warwickshire Borough Council
North Warwickshire PCT
Northamptonshire County Council
Nuneaton & Bedworth Borough Council
Nuneaton & Bedworth Pedals
Oxfordshire County Council
Railfuture Midlands
Ramblers Association (Warwickshire)
Road Haulage Association
Royal Leamington Spa Chamber of Trade
Rugby Borough Council
Rugby Civic Society
Rugby Cycle Forum
Rugby Primary Care Trust
Rugby Rail Users Group
Rugby Town Centre Company
Rural Transport Partnership
SALRUA
Shakespeare Line Promotion Group
Solihull Metropolitan Borough Council
South Warwickshire Primary Care Trust
South Warwickshire Tourism Ltd
Staffordshire County Council
Stagecoach in Warwickshire
Stratford Blue
Stratford College
Stratford Cycle Forum
Stratford on Avon District Council

Stakeholder Groups
Stratford Society
Stratford Town Management Partnership
Sustrans
The National Federation of Bus Users
Transport 2000
Travel West Midlands
University & Kenilworth Station Campaigners
Upper Avon Navigation Trust
Virgin Trains
Warwick Business Forum
Warwick Castle
Warwick District Council
Warwick District Cycle Forum
Warwick Society
Warwick Town Centre Business Group
Warwickshire Ambulance Service
Warwickshire College
Warwickshire County Council
Warwickshire Fire and Rescue Service
Warwickshire Freight Quality Partnership
Warwickshire Police Road Safety Unit
Warwickshire Powered Two Wheeler Users Forum
Warwickshire Rural Community Council
Worcestershire County Council
County Council Members
Warwickshire MPs

Table 6.1 Consultees

A3 - Strategic Environmental Assessment of the LTP

Legislative and Policy Background

The EU Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (referred to as the 'Strategic Environmental Assessment Directive') became effective in the UK on 20th July 2004. The SEA Directive requires that the preparation of all plans and programmes, including LTP's, should be accompanied by an SEA. This requirement is also consistent with the advice contained in the following policy guidance:

- Department for Transport, December 2004: SEA for Transport Plans and Programmes (Transport Analysis Guidance (TAG) Unit 2.11); and
- Department for Transport, December 2004: Full Guidance on Local Transport Plans (Second Edition).

Against this legislative/policy background, the County Council has prepared an SEA for the LTP to satisfy the requirements of the SEA Directive.

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TAG Unit 2.11, including its Appendix 2 (the application of SEA to LTP's), sets out the topics for assessment and the approach for undertaking an SEA for the LTP. SEA topics include: air quality, human health, population, climatic factors, landscape, cultural heritage (including architectural and archaeological heritage), biodiversity (including fauna and flora), soil, water, and material assets.

Work undertaken in the preparation of the LTP Strategic Environmental Assessment

The following activities have been undertaken in the preparation of the LTP SEA:

a.   Meetings were held with County Council officers to agree the scope and content of the SEA, and to gather relevant and available information/documentation;
b.   A review was undertaken of relevant plans and programmes that could have an impact on the LTP;
c.   Identification of the key environmental protection objectives relevant to the SEA was undertaken, based on the plans and programmes reviewed;
d.   An exercise to establish the scope and objectives of the SEA was undertaken. This involved the identification of SEA objectives and primary SEA indicators. From the list of SEA objectives identified, the compatibility of the SEA objective against each other was also considered;
e.   A draft Scope and Objectives Report for consultation with County Council officers, English Nature, Environment Agency, Countryside Agency and English Heritage was prepared.

f.   For each of the SEA topics identified above, a baseline situation was established relevant to Warwickshire, based on information in the plans and programmes reviewed. This was supplemented by discussions with relevant personnel within the County Council;

g.   Discussion with County Council officers was undertaken regarding the possible alternatives that could be relevant to the SEA;

h.   A review of the notes of the main consultation events organised by the County Council for the preparation of the Provisional LTP was undertaken. This was used to inform the preparation of a Consultation Statement to summarise the consultation undertaken on the Plan, along with the response of the County Council to the comments received. One of the aims of the Consultation Statement was to illustrate the extent to which consultation had shaped the policies/proposals in the LTP;

i.   An exercise to predict the impacts of the implementation of the LTP against the SEA objectives identified was undertaken, along with the identification of mitigation measures to minimise/prevent any potentially adverse effects; and

k.   Actions for future monitoring were identified. These included actions to be undertaken to address the data gaps identified in the course of the SEA, and proposals for mitigation work.

l.   A draft Environmental Report (ER), along with a draft Consultation Statement was prepared to accompany the Provisional LTP submission in July 2005. This document formed part of the six-week consultation on the Provisional LTP undertaken during the Autumn.

In light of the comments received during the consultation, the ER has been revised accordingly.

Comments received during the public consultation, together with the response of the County Council, are summarised in the Consultation Statement (Appendix C of the Environmental Report).

The County Council can make copies of the Final SEA Environmental Report (including the supporting technical appendices) available on request.

A4 - LTP Finance Forms

A5 - LTP Monitoring Tables

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Introduction 1

The Local Transport Plan comprises two separate documents, the main document (which includes Annex 1) and Annex 2.

This document is **Annex 2,** a separate, stand-alone document that forms part of the LTP. It contains full versions of all Warwickshire's topic and mode-based strategies, except the strategies that relate to the Government's Shared Priorities for Transport; delivering accessibility, tackling congestion, better air quality and making roads safer, which are included in Part 2 of the main LTP document.

The **main LTP document** contains five sections. Part 1 describes the LTP process, our Visions, Principles and Objectives, and the key issues facing the County now and in the future. Our Strategy is provided in Part 2, in the form of four objective sections that relate to the Shared Priorities along with statements of progress on our emerging Transport Asset Management Plan and Rights of Way Improvement Plan. Details of how the Strategy is applied across the areas of the County are contained in Part 3. Resources and allocations for the delivery of the LTP are described in Part 4. Annex 1, which is bound as part of the main document, sets out the context of the LTP in terms of the existing transport network in Warwickshire and the current national, regional and local policy environment. It also contains a full set of tables illustrating our targets and monitoring arrangements, the finance forms, and the report of the Strategic Environmental Assessment of the LTP.

The full LTP and all strategies are also available on the County Council's web site (www.warwickshire.gov.uk).

1 Introduction

Aviation (Surface Access) Strategy 2

Introduction

The purpose of Warwickshire's Aviation (Surface Access) Strategy is to set out our approach to the issue of improving access to the two major airports that lie within or close to the County boundary. While many people travelling to and from Warwickshire make use of a variety of UK airports, issues concerning longer distance travel are more appropriately addressed within other Warwickshire LTP Strategies, such as Passenger Rail, Bus and Network Management. The Aviation (Surface Access) Strategy, therefore, is concerned primarily with access to Birmingham International and Coventry airports.

An effective transport network is essential in order to give people, in all parts of Warwickshire, access to the opportunities and benefits that contribute to the enjoyment of a better quality of life. Surface access to aviation facilities will continue to be met by car, bus/coach, rail, community transport services, taxis/private hire vehicles, cycling and walking, or any appropriate combination of these modes. This Strategy deals with the contribution that these modes can make in providing access to aviation facilities, with the emphasis on encouraging more trips to be made by public transport. The effectiveness of transport links extends, not only to its provision, but also to difficulties in physically accessing what is provided, and other equally important issues such as the level of fares, journey time, personal security and comfort.

This strategy will assist in the delivery of the transport objectives of both Central and Regional Government and the County Council. The timeframe of the Strategy will extend over the next five years and beyond, to ensure that the needs of both passengers and freight / cargo operators, are addressed in a planned, integrated and sustainable manner.

This document outlines:

- The objectives of the strategy;
- A brief overview of the relevant policy framework;
- The context for Birmingham International and Coventry Airports;
- The Aviation (Surface Access) Strategy developed in response to this context;
- Constraints on delivering the Strategy;
- The Action Plan for delivery, and proposed schemes and measures; and
- Monitoring and review of the Action Plan.

The Action Plan is a realistic implementation mechanism in the light of the constraints, with a monitoring and review process against set targets.

Aviation (Surface Access) Strategy Objectives

The starting point for this Aviation (Surface Access) Strategy is the overall transport objectives of the Local Transport Plan 2005 that have been developed to reflect national, regional and local policy. These are:

- To improve accessibility to the transport system in order to promote a fairer, more inclusive society;
- To seek a transport system which will promote full employment and a strong, sustainable local and sub-regional economy;
- To reduce the impact of transport on the environment through the management and control of adverse impacts;
- To improve the safety and security of people when they are using the transport system; and
- To encourage the integration of transport, both in terms of policy planning and the physical interchange of modes.

Policy Overview

The Strategy has been developed within the National, Regional and Local policy environment and aims to be consistent with the wider framework. An overview of the policy background is provided in Annex 1 of the LTP. The Government's White Paper 'The Future of Air Transport', published in 2003, endorsed a balanced approach to air transport, recognising the importance of aviation to the national and regional economy and the need to reduce or minimise the impacts of airports on those who live nearby and on the natural environment. The White Paper supports further expansion of Birmingham International Airport to provide the new runway capacity that is predicted to be required by 2016. Policy T11 of the Regional Transport Strategy which deals with airports, is due to be reviewed in the light of the White Paper but supports the expansion of Birmingham and calls for a target of 20% trips to BIA by public transport.

Significant development of Coventry Airport is not envisaged in the White Paper. In 1995, the Warwickshire Structure Plan set a target for implementation of a Surface Access Strategy for the airport once a threshold for passenger aircraft movements was reached.

Birmingham International Airport

Birmingham International Airport, which is located just outside the County boundary in Solihull Metropolitan Borough, is the fifth largest passenger airport in the UK, carrying 9 million passengers last year.   It provides passenger and cargo flights, principally to British and European destinations although the number of long-haul routes is increasing steadily. The airport also

2 Aviation (Surface Access) Strategy

has some facilities for recreational flying and training. The airport has recently undergone an expansion of both runway capacity and passenger facilities. These enhancements have been accompanied by a number of transport and accessibility improvements, including:

- The provision of a new multi-modal interchange at Birmingham International rail station, integrating bus, rail and taxi services in a single facility; and,
- The provision of Air-Rail Link, a fixed-link public transport system between the railway station, the multi-modal interchange and the main passenger terminal.

BIA has carried out a planning review in order to develop a strategy for accommodating the expansion outlined in the White Paper. In late 2005, the Airport Company published a Draft Master Plan covering the period up to 2030. The document confirms BIA's desire to extend the existing runway and develop a second runway subject to addressing environmental issues and providing mitigation measures.

The Draft Master Plan identifies a range of surface access improvements to support the proposed expansion and the need for the Airport Company to operate in partnership with other transport agencies. The County Council is an important stakeholder in the work to improve surface access and inputs to the process accordingly. The Council's continued development of a new multi modal interchange at Coleshill Parkway on the Birmingham to Nuneaton railway line is closely linked to further development at the airport (and NEC).

It is estimated that, by 2030, over 30 million passengers will use the airport every year. This has very significant implications for surface access from and through Warwickshire and the surrounding area.

Coventry Airport

Coventry Airport is considerably smaller than BIA and is used primarily for domestic and European freight traffic, along with some recreational flying and training. In 2003/4 new owners of the airport began to operate and expand scheduled passenger services to a number of European destinations including Amsterdam, Paris and Barcelona.

The Warwickshire Structure Plan Policy T12 sets a threshold (1000 passenger air transport movements PATMs) for when a Surface Access Strategy for Coventry Airport is to be implemented. This has been exceeded and improvements to surface access to the airport for passengers is particularly important, given that the new airport owner-operators are seeking a further expansion in the number of passengers carried. The County Council will establish a partnership with Coventry City Council, Centro and the airport operators to consider the issues related to surface access.

Problems and Opportunities

Surface access to BIA and Coventry airports has a number of associated problems and opportunities. These are summarised below.

Problems

- The predominant mode of access by passengers and employees to both BIA and Coventry Airport is by car. Public transport mode share at BIA in 2004 was 11.5% for passengers, and 18.6% for employees;
- Highway access to BIA can often be limited by congestion on the Motorway and Trunk road network, including the M42, M6 and A45, and through the proximity of the airport to the National Exhibition Centre;
- Highway access to Coventry Airport is constrained by its proximity to the congested A45/A46 roundabout at Toll Bar End, and a generally inappropriate local road network of 'B' and 'C' classified roads;
- There is currently very limited public transport access to Coventry Airport;
- Whilst bus and rail access to BIA is generally good, public transport access from the North East Catchment Area (i.e. Derby/Nottingham/Leicester) is poor and needs improvement;
- The use of public transport to Coventry Airport and BIA is constrained by shift working patterns because public transport in the early morning and late at night is not commercially viable;
- Access to Coventry Airport and BIA by walking and cycling is currently limited;
- Taxi and private hire vehicle fares from parts of Warwickshire to BIA are generally expensive, but form the only viable alternative to the car in the absence of public transport (particularly during the night); and
- Air cargo at Coventry Airport and BIA generally arrive at these facilities by road (HGV), albeit predominantly at night.

Opportunities

- Highway access to BIA should be improved following implementation of an Active Traffic Management (ATM) scheme for the M42. The impact of the opening of the M6 Toll on traffic levels on the M6 is being monitored;
- Highway access to Coventry Airport will be partially improved by the major works proposed at the A45/A46 Toll Bar End roundabout. This is due to be completed by 2010;

Aviation (Surface Access) Strategy 2

- Public transport access to BIA will be further improved through the implementation of the existing BIA Surface Access Strategy, the completion of the West Coast Route Rail Modernisation programme, and the opening of Coleshill Parkway in 2006 including the provision of associated bus/coach links to BIA;
- A number of improvements to local bus services, walking and cycling are to be implemented by BIA as part of the continuing commitment to the BIA Surface Access Strategy;
- The development of a Surface Access Strategy for Coventry Airport should identify the need for a step-change in public transport (bus) provision (services and infrastructure), as well access improvements for cyclists and pedestrians.
- The recent introduction of a Coventry Airport Express Bus Service linking the airport with Coventry Railway Station, Coventry city centre and Pool Meadow bus station may help to encourage less car trips; and,
- The introduction of a Green Travel Plan for Coventry Airport can reduce reliance on the private car and increase use of public transport, cycling and walking to access the airport.

The Strategy

The overall vision of Warwickshire County Council's Aviation (Surface Access) Strategy is to provide:

'Affordable, accessible, safe, convenient and sustainable surface access provision to airport facilities in or near the County, capable of meeting local and longer distance demand, improving accessibility and reducing social exclusion, thereby contributing to the achievement of the objectives of Warwickshire's Local Transport Plan 2006-2011'.

The Aviation (Surface Access) Strategy Policies

Details of the specific policies are set out below.

Policy ASA 1

Partnership: The County Council will work with airport owners, air operators (passenger and freight), adjoining Transport Authorities, the five District/Borough Councils in Warwickshire, the Highways Agency and other stakeholders to improve surface access provision to the main aviation facilities in or near the County.

Policy ASA 2

Quality of Surface Access

To meet the overall aim of the Aviation (Surface Access) Strategy, the County Council will work with the bodies and organisations set out in Policy ASA 1 to encourage the provision of improvements to surface access that are:

a.   Accessible
b.   Available
c.   Acceptable
d.   Simple to Use

Quality of Surface Access

a. Accessible

The design of multi-modal interchange and remote check-in facilities at airports must enable passengers to board or alight from the vehicle unaided or with a reasonable level of assistance. Interchange infrastructure should provide for 'seamless' changes between transport modes.

Public transport services to aviation facilities should be co-ordinated to encourage interchange consistent with the aims of the County Council's Public Transport Interchange Strategy, Bus Strategy, Passenger Rail Strategy and Community Transport Strategy, with the object of increasing the range of travel opportunities and options for travellers.

Pedestrian and cycling routes to aviation facilities shall accord with the standards set out in the Walking Strategy and the Cycling Strategy.

b. Available

2 Aviation (Surface Access) Strategy

Public transport services to aviation facilities should provide a coverage and level of service that reflects the access needs of airport passengers and employees, both during the day, and at night.

c. Acceptable

Interchanges facilities at airports and remote check-in facilities should provide reasonable shelter, comfort, suitable heating (where appropriate) and ventilation for the season of the year, and facilities to address personal safety and security issues.

Staff at these interchange facilities should be helpful and courteous and preferably have received customer service training.

Where possible, the journey time by public transport to aviation facilities should be similar to the equivalent journey by car.

d. Simple to Use

Public transport timetables, routes and fares should be readily available, easy to understand and be simple to use.

Integrated ticketing between modes including rail, bus and community transport services should be available where it is necessary to use a combination of different modes to complete a journey.

Policy ASA 3

Preparation and Implementation of BIA and Coventry Airport Surface Access Strategies

The County Council will continue to work in partnership with Birmingham International Airport and Solihull Metropolitan Borough Council to develop and implement the BIA Surface Access Strategy.

In line with the requirements of Policy T12 of the Warwickshire Structure Plan, the County Council will require a Coventry Airport Surface Access Strategy to be prepared and put into effect to cater for passenger transport movements to and from this facility.

Aviation (Surface Access) Strategy 2

Policy ASA 4

Public Transport Access to Birmingham International Airport from the North East Catchment Area

In line with the recommendations of the Birmingham International Airport and the National Exhibition Centre: Improving Access from the North East Catchment Area (BIANCA) Study, the County Council will work with the BIA and other stakeholders to deliver the following public transport improvements:

Between 2004 – 2011:

- Access to the Airport and The NEC from the study area will be improved by providing the Dedicated Integrated Coach Link between BIA/NEC and Coleshill Parkway (assuming implementation of that scheme) and by developing and supporting direct express bus/coach services – especially to locations that are not rail served;
- In addition, the bus network will be improved for commuters – by securing the hourly service to Tamworth and developing demand responsive services and/or extending the hours of operation of existing services; and
- Within this period further investigation will be undertaken of the improvement of Birmingham – Leicester – Peterborough (Stansted) services and the International Connection option in terms of alternative service patterns, finances/economics and funding of the schemes.

Between 2012 – 2021:

- The Dedicated Integrated Coach Link and direct coach services will continue to operate and the additional hourly Birmingham – Leicester – Peterborough (Stansted) rail service will be introduced. The timetable of the Dedicated Integrated Coach Link may need to be improved to meet all of the trains calling at Coleshill Parkway;
- In addition this period would involve the development of the International Connection scheme through the phases of detailed design and Transport & Works Act process (dependent on West Coast Route Modernisation programme); and
- The local bus network will be incrementally improved to widen the catchments area and improve the attractiveness of the service timetables.

Between 2022 – 2031:

- Removal of the Dedicated Integrated Coach Link to Coleshill Parkway and the direct coach services and the introduction of direct rail access through the implementation of the International Connection (see below); and
- Further incremental improvement of the local bus network.

Background Information

THE INTERNATIONAL CONNECTION……

…….is a new piece of railway line between Whitacre Junction (on the Birmingham – Nuneaton line east of Coleshill) and Hampton-in-Arden (on the Birmingham – Coventry line) which would allow direct rail services to be provided from the East Midlands and East Anglia to Birmingham International Airport. The provision of this link was a Long Term recommendation of the BIANCA Study.

Policy ASA 5

The Role of Coleshill Parkway in affording access to Birmingham International Airport

As set out in Policy ASA 4, Coleshill Parkway will provide a key access point to Birmingham International Airport. The Interchange will not however provide any function as a remote check-in or parking facility for BIA. Appropriate car park management measures will be put in place as part of the scheme, to ensure that air passengers do not use the facility for these purposes.

2 Aviation (Surface Access) Strategy

The Action Plan

The Aviation (Surface Access) Action Plan is geared towards addressing the key issues within the context of the known constraints and opportunities.

The delivery of surface access initiatives to aviation facilities involves a wide range of stakeholders. In these circumstances, the timescales for the schemes and measures set out below will need to be flexible to take advantage of the implementation opportunities as they arise.

ASA Action A1 - Partnership

The role of the County Council, working in partnership with the airport owners, operators, adjoining Transport Authorities, local planning authorities, the Highways Agency and other stakeholders, is to help develop and deliver sustainable improvements to airport surface access where it is feasible and desirable to do so.

The County Council will work with its partners to secure funding through the Local Transport Plan and other appropriate sources of funding (including contributions from airport owners and operators) towards improvements to surface access services and facilities.

For each specific initiative set out in the Actions below, the likely timescale for delivery is identified as short, medium or long term. For the purposes of this strategy, short term will be the period up to 2011, medium term will be the period from 2011to 2016 and long term will be the period from 2016 onwards.

ASA Action A2 - Quality of Service

'Accessible'		
Action	**Schemes & Measures**	**Timescale**
Work in partnership with others to enhance facilities for airport passengers at public transport interchanges consistent with the aims set out in the Public Transport Interchange Strategy.	Coleshill Parkway Birmingham International Railway Station/BIA Coventry Railway Station/Coventry Airport	Short Medium Short / Medium
Improve the co-ordination of public transport services to aviation facilities to improve multi-modal integration, consistent with the aims of the Public Transport Interchange, Bus, Rail and Community Transport Strategies.	Work in partnership with local authorities, airport owners, bus operators, train operators and community transport providers to improve integration between services.	Ongoing
Improve pedestrian and cycling routes to aviation facilities consistent with the standards set out in the Walking and Cycling Strategies.	Work in partnership with local authorities, airport owners, bus operators, train operators and community transport providers to improve integration between services.	Ongoing

Table 2.1 Action A2 - Accessible

'Available'		
Action	**Schemes & Measures**	**Timescale**
Improve the coverage of public transport services to aviation facilities to better reflect the access needs of airport passengers and employees, both during the day, and at night.	Work in partnership with local authorities, airport owners, bus operators, train operators and community transport providers to improve the coverage of services.	Ongoing

Table 2.2 Action A2 - Available

'Acceptable'		
Action	**Schemes & Measures**	**Timescale**
Improve public transport services to aviation facilities in terms of reliability and punctuality so as to improve passenger confidence	Work in partnership with local authorities, airport owners, bus operators, train operators and community transport providers to improve the reliability and punctuality of services.	Ongoing
Provide enhanced facilities for airport passengers at public transport interchanges consistent with the aims of the Public Transport Interchange Strategy,	Coleshill Parkway Birmingham International Railway Station/BIA	Short Medium

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'Acceptable'		
in terms of reasonable shelter, comfort, suitable heating (where appropriate) and ventilation for the season of the year.	Coventry Railway Station/Coventry Airport	Short/Medium

Table 2.3 Action A2 - Acceptable

'Simple to use'		
Action	**Schemes & Measures**	**Timescale**
Provide information that should be readily available, easy to understand, and simple to use.	Continue to maintain the public transport information pages on the County Council's website.	Ongoing
Develop proposals for integrated ticketing between modes including rail, bus and community transport services, where it is necessary for airport passengers and employees to use different modes to complete a journey.	Work in partnership with local authorities, airport owners, bus operators, train operators and community transport providers to develop integrated ticketing proposals.	Ongoing

Table 2.4 Action A2 - Simple to use

ASA Action A3 - Preparation and Implementation of Airport Surface Access Strategies

ASA Action A3		
Action	**Schemes & Measures**	**Timescale**
Work with BIA, Solihull MBC and other stakeholders to develop and implement a revised BIA Surface Access Strategy to support the proposed expansion of the airport.	These are currently being identified as part of the BIA master planning work	Short term for revised BIA Surface Access Strategy. Medium/long term for implementation of schemes and measures
Work with Coventry Airport, Warwick District Council and other stakeholders to develop and implement a Coventry Airport Surface Access Strategy.	Schemes and measures to be identified to improve access to Coventry Airport by car, public transport, cycling and walking.	To develop and agree a Coventry Airport Surface Access Strategy in the short term

Table 2.5 Action A3 - Preparation and Implementation of Airport Surface Access Strategies

2 Aviation (Surface Access) Strategy

ASA Action A4 - Public Transport Access to Birmingham International Airport from the North East Catchment Area

ASA Action A4		
Action	**Schemes & Measures**	**Timescale**
Improve public transport provision to Birmingham International Airport from the North East Catchment Area	Introduce Dedicated Integrated Coach Link between BIA/NEC and Coleshill Parkway. Develop and support direct express bus/coach services to locations that are not rail served. Improve the bus network for commuters by securing the hourly service to Tamworth and developing demand responsive services and/or extending the hours of operation of existing services. Investigate improvements to Birmingham – Leicester – Peterborough (Stansted) services and the International Connection.	2004-2011 (Short)
	Continue to operate the Dedicated Integrated Coach Link. Improve the timetable of the Dedicated Integrated Coach Link to meet all trains calling at Coleshill Parkway. Introduce additional hourly Birmingham – Leicester – Peterborough (Stansted) services. Develop the International Connection scheme through detailed design and Transport & Works Act. Make incremental improvements to the bus network to widen the catchment area and improve the attractiveness of the service timetables.	2012-2021 (Medium/Long)
	Remove the Dedicated Integrated Coach Link and bus/coach services, and replace with through rail services using the International Connection. Make further incremental improvements to the local bus network.	2022-2031 (Long)

Table 2.6 Action A4 - Public Transport Access to BIA from North East Catchment Area

ASA Action A5 - The Role of Coleshill Parkway in improving access to Birmingham International Airport

ASA Action A5		
Action	**Schemes & Measures**	**Timescale**
Implement the recommendations of the BIANCA Study.	As per ASA Action A4.	As per ASA Action A4.
Introduce a car park management scheme at Coleshill Parkway to discourage its use as a remote parking facility for BIA.	Coleshill Parkway	Short

Table 2.7 Action A5 - the Role of Coleshill Parkway in Improving Access to BIA

Background Information

COLESHILL PARKWAY

Coleshill Parkway will comprise a new rail station and car park, a rail/bus/pedestrian/cycle/taxi/car interchange and an adjoining new bridge at Station Road, Coleshill, for pedestrians, cyclists and buses crossing the Birmingham-Nuneaton rail line. The station will include facilities for taxi pick-up and set-down as part of the multi-modal access to the new railway station. Facilities will include a dedicated taxi rank, covered waiting area and appropriate signage.

Indicators and Monitoring

Monitoring the delivery of the actions outlined in the Action Plan will be an important part of the management and control process. Progress against the identified actions and standards will be reviewed on a regular basis (at least annually) to make certain that the Action Plan is achieving the desired outcome.

Aviation (Surface Access) Strategy 2

The monitoring, benchmarking and measuring of indicators will allow changes to be identified, incorporated and updated in due course.

Table 2.8 sets out the main indicators that will be used to assess progress with the Aviation (Surface Access) Strategy.

Aviation (Surface Access Strategy) Indicators			
Indicators	**Performance Indicator**	**Source of Data**	**Frequency of Analysis**
Achieve an overall public transport mode share for all journeys to BIA (targets to be set following the issue of the new BIA Surface Access Strategy in 2006)	Percentage mode share of trips made by passengers and employees to BIA	Birmingham International Airport	Annual
Achieve an overall public transport mode share by month/year for all journeys to Coventry Airport as per target to be identified as part of the development of a Coventry Airport Surface Access Strategy	Percentage mode share of trips made by passengers and employees to Coventry Airport	Coventry Airport	Annual

Table 2.8 Aviation (Surface Access) Strategy Indicators

2 Aviation (Surface Access) Strategy

Changing Travel Behaviour Strategy 3

Introduction

Obtaining community commitment is essential to achieving the objectives of this Strategy and, in particular to achieving the changes in travel habits that it envisages. Promotional activities offer an opportunity to achieve these changes; indeed, they are an essential part of the overall strategy.

Objective

The main objective of this strategy is to reduce the impact of the car on the environment by promoting and encouraging different ways of travelling.

The Strategy

Introduction

We are particularly targeting the journey to school, the journey to work and travel for work. Trips to school or work account for a significant number of journeys each day. Many school trips are relatively short and could be made on foot or by bicycle. The number of car trips to work could also be reduced by car sharing or using public transport, walking and cycling.

We will work towards the above objective by using Travel Plans and the Safer Routes to Schools initiative, supporting both by the TravelWise campaign. We will also continue to seek examples of good practice and keep abreast of current research such as the 'Smarter Choices' report.

Actions contained within the Countryside Access and Rights of Way Improvement Plan will support this strategy by encouraging use of the public rights of way network.

Travel Plans

A reduction in road traffic will be sought by:

- Implementing measures from the latest Green Transport Plan for County Council staff to continue to set an example to others;
- Promoting the development and implementation of Travel Plans for major traffic generators such as schools, colleges, universities, District Councils, major employers (employing over 50 people), hospitals, major out of town retail developments and leisure facilities; and,
- Requiring the development and implementation of Travel Plans for new non-residential development proposals that would be major traffic generators or attractors.

Transport Plan for the County Council

We are implementing our second Green Transport Plan for the County Council to continue to set an example to other organisations and to gain experience of the practical difficulties organisations will face in implementing a plan in order that we can advise them how to overcome them.

The Plan contains either firm proposals or proposals for further investigation for the journey to work, employee conditions of service, business travel and the Council's vehicle fleet. The objectives of the Plan are:

- To reduce the number of journeys to work by car;
- To reduce the use of all forms of motorised transport for County Council business;
- To increase the use of low emission and clean fuel vehicles in the Council fleet; and
- To implement a Travel Plan that will be embraced by staff.

Target

To implement all measures in the 2004 Plan by 2009 and renew the Plan at that stage.

Travel Plans for Existing Major Employers and New Developments

Policy CTB 1

Existing major employers in the county will be encouraged to adopt travel plans and those applying for planning consent will need to adopt WCC's 2003 Practice Note on Travel Plans for Developers in Warwickshire.

3 Changing Travel Behaviour Strategy

Interest in the issue to date has been expressed by District Councils and the local Health Authority. It is proposed to focus initially on these public sector organisations. Other significant traffic generators will also be targeted, including retail, leisure and tourist sites. At present, the County Council only has powers to compel existing employers to implement sustainable transport initiatives when they apply for planning permission. However, we will continue to promote travel plans to all organisations as a means of reducing car usage. We will offer advice and encouragement to those organisations expressing an interest in drawing up a travel plan, and will liaise with them and with public transport operators to maximise the effectiveness of their plans. The knowledge gained in implementing our own Green Transport Plan will help us to understand the problems other employers will face.

> **Policy CTB 2**
>
> Travel Plans will be required as a planning condition or obligation for new developments whenever appropriate including all non-residential developments that fulfil the requirements for a Transport Assessment.

They should consider the traffic implications of journeys by staff to and from work, business travel, travel by visitors, people's safety and security when travelling by various modes, deliveries, travel by contractors and the use of fleet vehicles.

Each Travel Plan must comply with our Practice Note for Developers in Warwickshire. Our Practice Note specifies:

- The Target - Car/employee ratio of 58 to 65% for new developments. Existing developments, where the above cannot be applied, must achieve a 10% reduction in the car/employee ratio over that which existed before the development took place.
- The Contribution - £4.50 per day for each employee car by which the target is missed, plus a further 10% of the contribution is added for administration charges.
- Monitoring Requirements - The occupier must carry out monitoring within one month of the occupation date and the 1st, 2nd, 3rd and 4th anniversaries of that date. The occupier must have the information audited and supply it to WCC.
- Provisions for speculative developments - Target, contribution and monitoring apply separately to each occupier and must be included in S106. Preliminary plan required for planning application.

Target

To achieve the adoption of Travel Plans for at least fifteen non-residential developments every year.

School Travel Plans & Safer Routes to Schools

More details concerning travel to school are given in the Safer Routes to School/School Travel Plans Strategy.

School Travel Plans & Safer Routes to Schools are designed to reduce car use for the school journey, thereby reducing traffic congestion and pollution, especially in urban areas. As well as benefiting from a safer journey to school, children will benefit from improvements in health and independence as a result of reduced dependence on cars for the journey to school.

> **Policy CTB 3**
>
> All schools and colleges (including independent schools) will be encouraged to adopt School Travel Plans and the Safer Routes to Schools initiative. Those that complete a Travel Plan can apply to the DfT to receive funding to implement some of their Travel Plan proposals.

We will enter into partnerships with schools to deliver these programmes. School Travel Plans can only be implemented when an active partnership exists. The Safer Routes to Schools initiative is likely to be more successful when applied to schools that are active partners.

The Safer Routes to Schools initiative is a key element of Warwickshire's Road Safety Strategy, plays an important role in the Cycling and Walking Strategies and is included in the County Council's developers' design guide "Transport and Roads for Developments: The Warwickshire Guide 2001."

The School Transport Advisory Group (STAG) suggests a national target for 2010 to reduce the level of car use to that recorded in the mid 1980's (16%). School journey data for this date is not available for Warwickshire, but the 1999 survey indicates that current levels of car usage are above national levels (37% compared to 29% nationally). Using STAG's target as a guide and bearing in mind the need to reverse the current upward trend in car trips, the following targets have been set.

Changing Travel Behaviour Strategy 3

Target

To maintain the proportion of car (sole passenger) journeys to school at 2005/06 levels (15%).

TravelWise

Policy CTB 4

The TravelWise campaign will be continued to support the implementation of Safer Routes to Schools and Travel Plans and to promote the use of sustainable transport.

The main aims of the Warwickshire TravelWise campaign are:

- To raise the awareness of the environmental, economic and social benefits of travelling by foot, bicycle, motorcycle and public transport;
- To encourage socially responsible car use;
- To promote more sustainable modes of travel and lifestyles which require less travel; and
- To increase the number of walkers, cyclists, motorcyclists, public transport users and car sharers.

3 Changing Travel Behaviour Strategy

Countryside Strategy 4

Background

In Warwickshire, some 67% of the population lives in urban areas, predominantly Nuneaton, Bedworth, Rugby, Leamington Spa, Warwick, Kenilworth and Stratford-upon-Avon. However, despite the majority of the population residing within the major towns and settlements, some 64% of the land area of the County is rural in nature and some 167,000 people live in Warwickshire's countryside area, which includes villages and market towns.

There are a number of complementary and overlapping issues that are particularly relevant to the rural areas: accessibility; public transport; traffic management and road safety; market towns issues, land use planning; leisure and tourism; and recreational use by walkers, cyclists and horseriders.

The LTP contains specific strategies that focus on, or are relevant to, most of these individual topics. These are:

- Accessibility Strategy
- Public Transport Strategy
- Bus Strategy
- Community Transport Strategy
- Road Safety Strategy
- Walking Strategy
- Cycling Strategy
- Bus Information Strategy
- Transport and Land Use Strategy
- Network Management Strategies

The countryside, however, represents such a large and valuable proportion of the County's land area that it is important to provide a unified and co-ordinated approach to the management of transport issues by drawing together the relevant policies and initiatives from other strategies and documents into this specific Countryside Strategy.

Key issues

The main transport related problems facing those who live, work, visit or need access to goods and services in the countryside are:

- **Poor accessibility** and **travel difficulties**; and
- The **impact of traffic.**

In many rural areas of the country there has been a movement away from the provision of rural services in small towns and villages towards the concentration of key facilities such as health and education onto larger sites in major towns and settlements. In the rural parts of Warwickshire, this trend has contributed to poor accessibility for people who do not have access to a car, particularly for those in very isolated locations which often have no or very few facilities and are not well-served by public transport. At the same time Warwickshire's countryside represents a valuable resource for recreation, leisure and tourism although leisure trips to the rural areas by car can contribute to the negative impact of traffic.

Levels of car ownership and use are higher in rural areas, partly due to the difficulties of access and transport. For many people there is no real alternative to the car but this in turn contributes to problems of congestion, pollution and noise and those without access to a car become even more isolated. Road traffic can be particularly intrusive in rural areas and its impact on the environment and people's lives is major cause for concern.

The Strategy

The overall objectives of the County Council's Countryside Strategy are to improve accessibility and reduce the impact of traffic whilst at the same time supporting use of the countryside for leisure, recreation and tourism.

The Strategy has been developed within the National, Regional and Local policy environments and aims to be consistent with the wider framework. The West Midlands' Regional Assembly's Rural Services Scoping Study has been considered. The renaissance of the Region's rural areas is a key objective of the Regional Spatial Strategy, which has steered development of the Countryside Strategy.

Section 60 of the Countryside and Rights of Way Act 2000 requires all local highway authorities to prepare a Rights of Way Improvement Plan. Details of the County Council's progress on producing its Countryside Access and Rights of Way Improvement Plan (CAROWIP) can be found in the main LTP. The CAROWIP itself is a sister document to the LTP. The Countryside Strategy is closely related to the CAROWIP, which in the longer term will become fully integrated with the Local Transport Plan.

4 Countryside Strategy

In applying the overarching principles that underlie the entire LTP to the countryside, we are particularly seeking to bring about improvements through **Community Involvement and Partnerships.**

Community Involvement

As part of the widespread and ongoing community involvement during the development of the Countryside Access and Rights of Way Improvement Plan and Local Transport Plan, we have consulted many organisations and individuals who have an interest in the countryside.

Partnerships

The Council recognises the need to build partnerships with local organisations as well as those that go beyond local authority boundaries - for example, the County Council is a member of the Cotswolds Area of Outstanding Natural Beauty (AONB) Partnership. As a matter of course, all adjoining authorities are consulted on all aspects of the Local Transport Plan. We maintain close contact with our partners through Rural Transport Partnerships led by local Rural Transport Partnership Officers whose work is dedicated to researching and providing accessibility solutions for their communities. The County's Local Access Forum has been set up in partnership with both Solihull Metropolitan Borough Council and Coventry City Council.

The key elements of the individual issues, strategies and topic areas as related to the Countryside Strategy are summarised below.

Accessibility

Issues of poor accessibility are often exacerbated in rural areas due to the lower levels of public transport provision and larger distances between where people live and employment, education, health care and other opportunities. In the 2001 Census, five SOAs within Warwickshire are amongst the one percent most deprived areas in England in terms of access to services and housing.

Poor access to such opportunities can significantly impact on people's quality of life and on their life chances. Poor accessibility is not felt uniformly, the impact is more pronounced for certain groups of people, such as those on low incomes, the elderly and young, disabled people (including those with mental health problems), people with illnesses, women and people from ethnic communities. Where people in these disadvantaged groups live in rural areas the problems of poor accessibility can be magnified.

Schemes and initiatives to improve accessibility can therefore have wide reaching benefits, for example, encouraging participation and retention in education, reducing inequalities in health, and helping people move from welfare into work.

The *Accessibility Strategy* contains a phased approach of carrying out accessibility assessments and reviewing options and resources in order to enable an action plan to be drawn up to tackle local accessibility problems. This will include consultation with partners and communities to determine the specific types of initiatives that are most appropriate for tackling local accessibility problems. The types of mechanisms that might be identified for delivering improved accessibility through action plans focus on three main areas: travel to services, location of services and service delivery. A number of policies have been developed under each of these headings to provide an overall framework for delivering accessibility improvements. These include:

Travel to services

- Improving the availability, accessibility, affordability and acceptability of public transport;
- Improving the attractiveness of walking and cycling for journeys to local destinations by improving routes and facilities, maintaining them in a more usable condition, improving Rights of Way, and making routes safer, more secure, and more attractive;
- Improving physical accessibility by addressing issues that affect disabled people and those with impaired mobility in the pedestrian environment and in and around public transport services and infrastructure;
- Considering the role of parking provision, in particular the availability of parking for disabled users and the adequacy of short stay parking;
- Reducing the severance effect of traffic through traffic calming or traffic management measures;
- Improving travel choice to employment sites through travel planning techniques and improving the awareness of transport options to key destinations through provision of travel information;
- Promoting powered two wheelers as an affordable means of travel for employment, services and leisure activities, including integration with other modes;
- Make use of accessibility analysis in the criteria and performance monitoring of essential transport links such as the Rural Bus Subsidy Grant;
- Consider whether appropriate integration between the County Council's functions and forms of transport could lead to better accessibility and better use of resources. *(The County Council's transport functions currently include: transport for pupils to and from educational establishments; transport for members of the public within rural areas where services are not considered financially viable by commercial operators but are considered socially necessary by the Authority; a*

community transport function for those members of the community who do not have regular access to transport and consequently would otherwise be excluded from accessing services and facilities that they need; and transport for specific sections of the community who are in receipt of a service or facility provided through the Social Services Department such as access to a day care centre);

- Investigate a range of solutions to make travel more affordable, particularly for those most in need; and,
- Address problems of crime and fear of crime in and around transport.

Location of Services

- Shaping the pattern of development and influencing the location, scale, density, design and mix of land uses in ways which help to reduce the need to travel;
- Locating key generators of travel demand in locations accessible by public transport;
- Ensuring that the layout of developments facilitates access by public transport, cyclists and pedestrians; and,
- Work with service providers to ensure that accessibility considerations are factored into the decision making process of service providers when locating new facilities.

Delivery of Services

- Work with service providers to promote the delivery of services in ways that contribute towards improved accessibility.

Public Transport

There are varying levels of public transport service across the County. Whilst the main urban areas are relatively well served, many rural or edge of town areas have only minimum public transport service levels, which limit the opportunity for local people to travel to services and facilities outside their immediate area. The problem is particularly acute in remote rural areas and for travel in the evenings or on Sundays.

The current level of public transport use is determined by the services on offer and the facilities for accessing them. The County Council is convinced that a greater need exists than is being provided for by the existing network both in terms of services and facilities such as rail stations.

Private companies operate the majority of the bus services in Warwickshire on a 'for profit' basis. To ensure that bus services that are considered to be socially necessary are provided to parts of Warwickshire not served by the commercial services, the Council procure additional services through competitive tender. These additional, subsidised, bus services often serve the rural parts of the County.

The **Bus, Passenger Rail** and **Community Transport Strategies** contain minimum service patterns and other initiatives related to public transport quality and levels of service that are relevant to rural areas. The key elements are laid out below, a number of which are also reflected in the **Taxis and Private Hire Vehicles Strategy**.

- Bus, rail and community transport fares should be less than the full cost of the equivalent journey by car unless the fare is justified as a premium fare due to providing a significantly faster journey time or enhanced facilities;
- The design of bus stops, bus stations, rail stations, taxi facilities, trains and vehicles must enable passengers to board or alight unaided or with a reasonable level of assistance;
- Interchange infrastructure should provide for 'seamless' changes between transport modes assisted by good signage, information and appropriately designed infrastructure;
- Public transport services should be co-ordinated to encourage interchange with the object of increasing the range of travel opportunities and options for travellers;
- Pedestrian and cycling routes to bus stops, interchanges and rail stations should accord with the standards set out in the Walking and Cycling Strategies. Special attention should be given to access arrangements for people who have difficulties because of health, physical or sensory difficulties;
- Bus, rail and community transport services should be of sufficient quality, particularly in terms of reliability and punctuality that a potential passenger would be confident in relying on them;
- Trains, buses, bus stops, bus and rail stations, and interchanges should provide reasonable shelter, comfort, suitable heating and ventilation and a perception and reality of personal safety and security;
- Staff should be helpful and courteous and have received appropriate customer service training;
- The journey time of bus and community transport services should be similar to the equivalent journey by car unless this can be justified by a significantly reduced fare;
- Timetables, routes and fares should be readily available, easy to understand and be simple to use;
- Information systems should enable passengers to plan their journeys and provide increased public confidence as to the availability and reliability of public transport services;
- Full and timely information should be provided or be easily available to customers in case of disruption to services;
- Integrated ticketing between modes including rail, bus and community transport services should be available, where it is necessary to use different modes to complete a journey;

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- Community transport solutions should be developed where identified transport and access needs are not met or cannot be appropriately met through bus, rail or other provision;
- Demand-responsive services and other flexible transport options should be investigated and introduced where appropriate;
- Existing levels of rail service and existing rail stations should be retained;
- The provision of rail network capacity improvements should be encouraged;
- Proposals for new rail services and stations should be developed;
- Suitable proposals for taxi buses to meet specific travel needs in rural areas should be developed where conventional bus service provision is not appropriate for operational or economic reasons; and,
- Appropriate improvements for taxis and private hire vehicles should be encouraged at existing and new interchange facilities.

Traffic Management and Road Safety

Road traffic can have a devastating effect on the special character of the countryside. The speed and volume of vehicular traffic and the movement of goods by lorry is of particular concern.

The overall strategy to control the impact of traffic on the countryside is contained within the **Network Management Duty Strategy** and the **Sustainable Freight Distribution Strategy,** both of which contain a number of policies relevant to the countryside:

- Reduce the impact of vehicular traffic in terms of speed, volume, noise and emissions, on towns, villages, other rural locations and environmentally sensitive areas;
- Design transport infrastructure to be sensitive to its surroundings whilst still being effective;
- Introduce route management techniques to encourage suitable traffic on suitable roads;
- Promote the use of a defined and agreed 24-hour lorry route network, including producing a map for distribution within the road haulage industry;
- Control heavy goods vehicle movements through or near environmentally sensitive areas such as Conservation Areas and residential neighbourhoods by systematic intelligence gathering from Parish Councils and contact with HGV operators;
- Consider the introduction of Amenity Weight Limits, as a last resort, subject to meeting criteria that are designed to make sure that the limit can be effective;
- Place more emphasis on the contribution that better co-ordination of works within the highway can make towards improving the walking environment and build on the safety improvements made in response to road accidents to enhance the cycling and walking environment.
- Improve the safety and enjoyment of non-motorised users by making verges available for non-motorised users in key locations;
- Implement casualty reduction (local safety) schemes where cost effective measures to reduce casualties can be developed using measures such as:

  - Signing, lining and coloured road surfaces;
  - Traffic orders such as right turn bans and speed limits;
  - Alterations to the road layout;
  - Traffic calming schemes (road humps,' village gateways,' road narrowing etc);
  - Safety cameras (speed and red light cameras); and,
  - Variable Message Signs.

- Study casualty hot spots and corridors;
- Review Village Speed Limits across the County;

Market Towns Initiative

Historically, market towns have been at the heart of life in rural England. For centuries, they have acted as focal points for commercial, economic and social activity. However, in the past thirty years, many of these functions have been undermined by social, industrial and agricultural change. Recently, there has been an attempt to reverse some of the decline in market towns, in order to revitalise the role of these rural centres for serving the wider countryside. The objective over the coming years is to bring a new lease of life to Warwickshire's market towns so that they are better able to provide convenient access to the services and facilities that surrounding rural communities need - retail and professional services, training and jobs, leisure and cultural opportunities.

We will continue to work with Advantage West Midlands, the Countryside Agency, District/Borough Councils and Town Councils to achieve regeneration of the market towns of Warwickshire; Alcester, Atherstone, Bidford on Avon, Coleshill, Henley in Arden, Kineton, Polesworth, Shipston on Stour, Southam, Studley and Wellesbourne. This work includes ongoing consultation with

established partnerships including particular stakeholders and the wider community. As part of the Warwickshire Market Towns Initiative, various working groups have been set up to look at issues such as local access, civic pride, publicity and promotions, and business issues.

Not all market towns have the same characteristics; each is individual and has its own problems and opportunities. However, the main issues of concern in most of the towns include:

- To reduce the impact of vehicular traffic on the environment of the town centres;
- To improve conditions for pedestrians in the town centres, sometimes in order to encourage new uses e.g. street markets, events and entertainment;
- For improved public transport to serve both the towns themselves and connect adjacent rural areas to the towns (including community transport and taxi buses);
- To provide central Bus Information Points in key market towns;
- To build upon each town's uniqueness; and
- To ensure that each market town is the hub for the rural economy.

To address the particular problems and opportunities found in the market towns, the Countryside Strategy supports policies and actions contained in the Market Towns Initiative and other LTP strategies including the **Accessibility Strategy**, all of the **Public Transport Strategies**, the **Land Use and Transportation Strategy,** the **Walking Strategy** and the **Cycling Strategy.**

Land Use Planning

Many parts of rural Warwickshire are in high demand for housing from commuters from the West Midlands Conurbation. This trend has been identified by The Countryside Agency who has recognised that south Warwickshire, in particular Stratford on Avon District, acts as a magnet for many people moving from the metropolitan areas within the West Midlands, or from other locations further away.

The **Warwickshire Structure Plan** seeks to prevent development in rural areas other than that, which specifically meets the needs of the rural population, rural businesses and agriculture. Any development that takes place in rural areas should enhance the wider rural community by supporting local services and facilities without compromising the quality of rural life. Most of the additional housing and employment development should be directed to the nine main settlements in the Country. Within the rural areas there should only be limited growth, and it should take into account local community assessments when determining what growth should be provided for in the smaller rural settlements.

Any new development that is approved in rural areas will be subject to policies laid out in the **Land Use and Transportation Strategy**. These aim to ensure that the development is located where it will be served by public transport, cycling and walking facilities and that other measures are put in place to encourage sustainable travel. The combination of policies will help to ensure that new development does not lead to a deterioration of conditions in the countryside.

Recreation, Leisure and Tourism

Warwickshire has a varied and accessible countryside, attracting many thousands of visitors a year and providing a recreation and leisure resource for the County's residents. The landscape is gentle and welcoming with countryside that is generally intensively farmed. There are many locations of historical and cultural interest. The County has a well-managed network of public paths overlain with promoted trails of national, regional and local importance.

Warwickshire is fortunate in having a world-class tourism destination in Stratford upon Avon as well as other major attractions such as Warwick Castle.   Of equal importance is the growing list of attractions in the countryside such as Hatton Country World, National Trust properties, Country Parks, farms and gardens. The historic market towns act as gateways to the wider countryside.

Recreational use of the countryside can make a positive contribution to peoples' health, well being and quality of life. Tourism brings important economic benefits to the rural areas.   Most visitors however, travel by car and this puts pressure on the road network, adds to congestion and problems such as traffic noise and pollution. Congestion hot spots can occur near to major attractions, particularly during the summer months and on bank holidays or during special events.

The Countryside Strategy seeks a balanced approach in order to manage traffic and encourage visitors to make sustainable travel choices.   The **Countryside Access and Rights of Way Improvement Plan**, **Walking and Cycling Strategies** and the **Network Management Duty Strategy** all contain elements in relation to **recreation, leisure and tourism. These include:**

- Working in partnership with the Local Access Forum, Countryside Access Liaison Group and other interested groups;
- Promoting opportunities for safe and easy walking, cycling and horse riding by identifying and developing networks of Greenways, bridleways and footpaths;

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- Producing more information to tell people what is available: for example, the Council has developed a number of way-marked countryside leisure cycling routes using quiet roads, tracks, and bridleways, each accompanied by a high quality map / guide.
- Encourage traffic-free cycling opportunities in Greenways and Country Parks which are particularly suitable for novice cyclists and families, providing the ideal environment to gain skills and bike handling confidence;
- Encouraging facilities that can be used without a car;
- Packaging days out for the existing visitor market by suggesting walks and trails near to other attractions and presenting the information in a clear accessible format that promotes sustainable transport options;
- Working to develop opportunities for cycling in parks, open spaces and along green corridors such as canal towpaths and disused rail lines; and,
- 'Easy Going Trails/Health Walks' for those who are less mobile or active.

Walking, cycling and horse riding

Walking, cycling and horse riding have a large role in recreation, leisure and tourism in the countryside. Walking and cycling are also important in rural areas for making everyday local journeys although for many rural trips public transport is more appropriate due to the longer distances to destinations. The **Walking and Cycling Strategies and Countryside Access and Rights of Way Improvement Plan** include policies covering the implementation of traffic management initiatives, road, footway and cycleway maintenance, provision of new pedestrian and cycle infrastructure and the improvement and promotion of public rights of way. These all aim to improve facilities for walking, cycling and horse riding and will include measures to make these modes safer and more attractive. These include:

- Designing promoted routes which will start and finish in towns and villages or transport nodes so as to maximise use;
- Working with Sustrans to develop the National Cycle Network routes in Warwickshire to provide both leisure and commuter routes from rural areas into local towns;
- Greenways will be designed to provide links between towns and the countryside, including the towns and countryside outside Warwickshire such as Coventry and Redditch;
- Assess the potential for a Quiet Lanes scheme in Warwickshire;
- Improvements will continue to be made to the rights of way network, and improved signage introduced on the most popular sections of the network;
- Support the British Horse Society's safety training schemes;
- In rural areas where paved footways are not justified identify key verges or other corridors for non motorised users and maintain them accordingly; and,
- Identify low cost opportunities for upgrading public footpaths to cycleways and bridleways where they will form key links in the network.

Cycling Strategy 5

Introduction

Warwickshire County Council has for many years supported the promotion of cycling as a healthy, environmentally friendly, affordable and accessible mode of transport, publishing its first Cycle Action Plan in 1995. Since the adoption of the Government's National Cycling Strategy in 1996, national transport policy has increasingly emphasised the importance of cycling within an integrated and sustainable local transport system.

Warwickshire's first Local Transport Plan (LTP), published in 2000, included a number of policies and actions aimed at increasing the amount of cycling. The LTP cycling strategy has been instrumental in progressing the development of cycling in the county over the past five years and directing considerable investment towards new cycle infrastructure.

The production of the second Local Transport Plan in 2005 provides an opportunity to review progress towards the overall aim of increasing cycle use and to take on board relevant new policy developments and guidance in order to produce an updated cycling strategy for Warwickshire. Cycling is relevant to each of the government's 'shared priorities' for transport, which form the underlying themes of the second LTP: safer roads, improving accessibility, improving air quality and reducing congestion.

The purpose of the Cycling Strategy is to bring together in a single document the policies and actions required to further improve conditions for cycling and deliver an increase in cycle journeys in Warwickshire. The strategy sets out a framework for the further development of cycling in Warwickshire as part of the overall integrated LTP strategy.

The Cycling Strategy will aim to consider the needs of users of all types of cycles, including tandems, folding bikes and electric cycles. Electric bikes are classified as cycles so long as they are limited to a maximum speed under power of 15mph and an average power of 200W.

It must be emphasised that this document forms a long-term strategy for cycling and it will not be possible to achieve everything within the life of the next Local Transport Plan or even the subsequent one. The action plan at the end of the strategy lists the key steps that the County Council will take over the short, medium and long term, to encourage more people to cycle.

This document outlines:

- The objectives of the strategy;
- The local and national policy framework for cycling;
- Problems and opportunities in the development of cycling;
- The current situation in Warwickshire;
- The strategy to be developed in response to the above; and
- An action plan to guide implementation of the Cycling Strategy.

Aims and Objectives

The Cycling Strategy is a daughter document of Warwickshire's LTP and is therefore guided by the wider local transport objectives of the LTP.

The overall aim of the Cycling Strategy is encapsulated in the statement below:

'To bring about an increase in the amount of cycling in Warwickshire by improving the safety and quality of the cycling environment and promoting cycling as a healthy, sustainable and attractive transport choice.'

The objectives of the Cycling Strategy are as follows:

- To encourage more people to cycle instead of using cars for short journeys;
- To develop safe, convenient, and attractive cycle route networks;
- To address real and perceived concerns regarding cycle safety;
- To integrate cycling with public transport facilities and services;
- To ensure that the needs of cyclists are considered in all new highway and development schemes;
- To promote the benefits and raise the status of cycling as a mode of transport; and
- To publicise and improve opportunities for recreational cycling across the County.

The goal is to get more people cycling for utility journeys – the journeys that people do everyday to school, to work, to the shops, to the rail station and to other locations and facilities. Encouraging more recreational cycling can also contribute towards this goal by helping to develop a 'cycling culture' and maximising the wider benefits of cycling for health and the environment.

The Policy Context

The Strategy has been developed within the National, Regional and Local policy environment and aims to be consistent with the wider framework. An overview of the policy background is provided in Annex 1 of the LTP.

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Since the adoption of the Government's National Cycling Strategy in 1996, there have been a number of key transport policy developments emphasising the importance of cycling within an integrated and sustainable transport system.

The National Cycling Strategy provided a framework for the development of cycling, and set a challenging target to double existing levels of cycle use by the end of 2002 and to double that again by the end of 2012. Local authorities, other public bodies and private organisations were invited to set local objectives and targets that contributed to this central target. The key elements of the strategy were making travel sustainable, improving cycle security, promoting cycling and changing attitudes, and ensuring transport planning makes adequate provision for cycling.

The Transport White Paper in 1998 set out the Government proposals to create a better, more integrated transport system both nationally and locally. Cycling was identified as being key for achieving modal shift for short journeys up to 4 miles. The White Paper introduced the requirement for local authorities to produce Local Transport Plans, including a strategy to encourage cycling.

Planning Policy Guidance Note 13 (PPG13) on Transport aimed to integrate planning and transport to promote more sustainable transport choices, promote accessibility to jobs and services by public transport, cycling and walking and reduce the need to travel. It contained specific guidance on how local authorities should encourage cycling through development plans and determining planning applications.

In 2000, the Government published its 10 Year Plan for Transport up to 2010-11. This included a target to treble the number of cycling trips from their 2000 level by 2010, replacing the previous National Cycling Strategy target.

The Future of Transport White Paper, published in July 2004, outlined how the government intends to increase cycling and walking over the coming years, through a combination of local action planning, strong marketing, sharing good practice and national demonstration projects. A key development was the abandonment of the national cycle use target in favour of more focused local targets to increase cycling. Around the same time, an Action Plan for Cycling and Walking was published, detailing a range of practical actions that the government will take to support the efforts of local authorities to encourage more walking and cycling. It also describes a number of best practice case studies.

The publishing of the Government's public health White Paper 'Choosing Health: Making Healthy Choices Easier' in October 2004 recognised the importance from a public health perspective of encouraging walking and cycling. One of the overarching priorities of the White Paper is to increase the amount of exercise that people take. Walking and cycling are highlighted as having key roles to play because they are regular forms of physical activity that can be easily fitted into peoples' daily routines. Improving opportunities to walk and cycle will be part of a strategy to market healthy lifestyles and the White Paper also endorses the importance of the National Cycle Network for achieving better public health.

The Current Situation

The National Picture

Cycle use in the UK has been declining as a form of transport for many years, and now accounts for less than 2% of all trips and 0.6% of distance travelled.

This is significantly lower than other European countries with climates and topography no less conducive to cycling than the UK. In Germany, 11% of trips are made by cycle and in Denmark this figure is 18%. In the UK, only 2% of secondary children cycle to school regularly compared with 60% in the Netherlands.

Despite low levels of cycle use for utility journeys, there is a strong interest in recreational cycling in the UK. Cycle ownership in the UK is also high, with around 20 million people owning a bicycle, indicating that there is clearly potential to increase the amount of cycling. This is particularly the case when it is considered that 42% of journeys are under 2 miles, and most journeys less than 5 miles. However, there are a number of perceived or actual barriers to cycling for many people, of which concern about safety when cycling in traffic is perhaps the most prominent one.

Whilst most statistics have continued to point to a decline in cycling, there have been some positive signs that cycling levels may be increasing. DfT traffic statistics showed a 3% increase in pedal cycle traffic in the first quarter of 2004. Monitoring on the Sustrans National Cycle network has shown a 10% increase between 2002 and 2003.

The Local Picture - Progress to Date

Warwickshire's first Cycling Action Plan (1995) set out a number of policies and actions aimed at increasing the amount of cycling. The first LTP, published in 2000, built on this strategy and committed considerable resources to the further development of cycling in the county. Efforts have been focused on developing cycle networks in the urban areas of the county and working with Sustrans to deliver the National Cycle Network. To date, approximately 60 km of dedicated cycle lanes and cycle tracks have been implemented in the main towns. The County Council has also developed 11 leisure cycling routes throughout the county.

Cycling Strategy 5

The needs of cyclists are now considered as part of all new highway and transport schemes and as part of the planning process for new developments, ensuring that further improvements for cyclists are secured through wider scheme delivery and the land use planning system.

The County Council, in conjunction with the five District/Borough Councils have established cycle forums in Warwick District, Nuneaton and Bedworth Borough, Rugby Borough and Stratford District, to act as a means of consultation with local cycle interest groups and other bodies involved in the development of cycling. Cycling interests are also represented on the Warwickshire, Solihull and Coventry Local Access Forum, and Warwickshire's Countryside Access Liaison Group, who have advised on the production of the CAROWIP.

In 2002, the English Regions Cycling Development Team (ERCDT) completed a detailed study of cycling policy and practice of each highway authority in England, producing an overview of the state of cycling in the authority and an assessment of its performance against ten key criteria. Warwickshire received an above average assessment score within the West Midlands region in 2003. This score was further improved in a review carried out in 2004, after the County Council embraced many of the recommendations arising from the assessment. The remaining recommended actions from this assessment have been integrated into the new Cycling Strategy.

The Citizens Panel 2004 showed that 41% of respondents thought that cycling and pedestrian facilities in the main towns had improved over the past 5 years.

Cycling in Warwickshire

Warwickshire is a relatively flat county, with towns that are generally compact and an ideal size for cycling. Most cycling takes place in the urban areas, where distances between peoples' homes and key services and facilities are generally short. However, monitoring has revealed a similar picture in Warwickshire to the national trend in that cycling accounts for only a small proportion of journeys.

The main sources of information on cycle use in Warwickshire are:

- Census data, produced every 10 years;
- Cordon counts carried out every two years in each of the main towns;
- Automatic cycle counters installed on all new cycle tracks; and
- Consultation process for the CAROWIP.

Although some increases in cycling have been recorded where new cycle facilities have been constructed, cordon count data and census data indicate an overall decline in cycling levels in Warwickshire, in line with national trends.

Cordon counts show that cyclists made up only 1% of traffic entering Leamington town centre in 2003, down from 1.1% in 2001. This figure is slightly lower for each of the other main towns in the county. However, cordon counts are not able to provide an accurate picture of cycle use in the county, because they are carried out on the main radial routes in each town on only one day every two years. Cycle use is greatly affected by seasonal variations and weather conditions, and also does not necessarily take place only on the main routes.

Census data shows that the number of people cycling to work in Warwickshire has declined significantly over the last 20 years. In 1981, 5.6% of journeys to work were made by cycle, but this declined to 3.8% in 1991 and to 3% in 2001. Levels of cycling to work also vary across the county (see Table 5.1 below).

Journeys to work by cycle (Source: 2001 Census)	
Area	Percentage of journeys to work undertaken by cycle (2001)
English Shire Counties	3.1%
Coventry	2.8%
Warwickshire	2.9%
North Warwickshire Borough	1.3%
Nuneaton and Bedworth Borough	2.8%
Rugby Borough	4.0%
Stratford-upon-Avon District	2.6%
Warwick District	3.5%

Table 5.1 Journeys to work by cycle

5 Cycling Strategy

Whilst the average distance that people travel to work has increased in recent years, about a fifth of all working people in Warwickshire live within 2km of their work place and just under another fifth live between 2 and 5kms, indicating the clear potential for more commuter journeys to be undertaken by bike.

The annual School Travel Survey carried out by the County Council has recently revealed an increase in cycle journeys to school. Results of the 2004 survey recorded 4% of journeys were undertaken by bicycle, up from 2% in 2000.

Whilst utility cycling has continued to decline, leaflet sales for the numerous leisure cycling routes throughout the county indicates that recreational cycling is increasingly popular.

A dedicated cycling questionnaire was circulated as part of the Countryside Access and Rights of Way Improvement Plan (CAROWIP) consultation process in 2004. Over 50% of respondents cycle in the Warwickshire Countryside at least once a week, and nearly three quarters of respondents cycle for at least an hour, with most respondents cycling from their home.

Consultation

The Citizens Panel provides useful information from the public on a wide range of transport issues, including cycling. In 2001, 51% of respondents thought improving services for cyclists was essential or very important. However, 59% of respondents never used a cycle, and only 9% were regular cycle users. When people were asked what would make them cycle or cycle more or more often, the responses received are shown in Table 5.2.

Citizens' Panel 2001	
More cycle-ways segregated from other traffic	18%
More on-road cycleways	12%
Less traffic congestion	5%
Improved personal safety	3%
Secure cycle parking e.g. at work, town centres	3%
Changing and washing facilities at destination	1%
Nothing	68%
Other	4%

Table 5.2 Survey results

Of those who would consider cycling more, the majority cited cycleways segregated from other traffic as the measure most likely to make them cycle more. Whilst a significant amount of progress has been made over the past decade in developing cycle route networks, it seems likely that the greatest benefit in terms of increasing cycle journeys will be achieved at a stage when more comprehensive and connected route networks are in place, enabling cycling to be a viable mode of transport for local journeys.

The CAROWIP cycling consultation attracted 228 responses and revealed that nearly 50% of respondents would be discouraged from cycling where they had to ride along or cross fast roads, and over 60% of cyclists are discouraged by paths in poor condition. The three most popular factors that would make a recreational cycle ride more enjoyable are better surfaces, more Greenways and named / way marked routes. Awareness of the 11 recreational cycle trails varied between 20% (From Pooley Country Park) and 55% (Stratford - Welford).

Problems and Opportunities

The decline in cycling is the result of a combination of socio-economic, demographic and cultural changes largely associated with the rise in car ownership. Despite the wide-ranging benefits of cycling as a mode of transport, there are significant physical and psychological barriers to cycling that the cycling strategy must address in order to increase the amount of cycling for local journeys.

Safety

Increased traffic levels have resulted in a general deterioration in cycling conditions on many roads in the county. A recent UK study showed that the major deterrent to increased cycle use among both existing and potential users was the perception of danger and the lack of cycle friendly infrastructure. Poor driver behaviour was a particular concern raised by local cyclists during cycle forum discussions.

Addressing these safety concerns must clearly be central to the Cycling Strategy. Physical improvements to the road network as well as cycle training and promotional campaigns aimed at both drivers and cyclists are important in tackling the actual and perceived safety barriers to cycling.

Although cycling on roads is often perceived as a dangerous activity, accidents involving cyclists have in fact declined greatly over the past decade within Warwickshire. Cyclists were the road users with the largest fall in casualties. In 2003, the number killed or seriously injured was 18, which is reduction of 62% from the 1994-1998 baseline figure. However, this decline may possibly be partly attributed to the decline in cycling levels. It is also likely that many cycle accidents or near misses go unreported. Safety at junctions is a key issue, as around three quarters of cycle casualties occur at or near to junctions.

It is worth acknowledging that the British Medical Association have concluded that the benefits of cycling are likely to outweigh the loss of life through cycling accidents by 20-1. You are far more likely to suffer illnesses such as heart disease, stroke and diabetes than be injured whilst cycling.

Cycle Security

Fear of bicycle theft can be a major deterrent to cycling for local journeys. Good quality cycle parking at convenient locations in town centres, at public buildings, rail stations and other public transport interchanges and local shops has a role to play in reducing theft and providing cyclists with the necessary reassurance that they will find a secure place to leave their bike at the end of the journey.

Many people are deterred from considering cycling to work or school / college due to a lack of facilities at their workplace, such as secure parking, lockers and showers. Employers can be encouraged to provide facilities for cyclists through the adoption of Travel Plans, either voluntarily or as a requirement through the planning process. School Travel Plans can also include the provision of cycle parking for pupils and staff.

Increasing Journey Lengths

Demographic changes, changes in patterns of employment and living, rising car ownership and decades of planning for the car have resulted in a dramatic rise in average journey lengths. Land use planning policies now aim to reverse this trend and encourage more sustainable forms of development that support cycling as a viable mode of transport.

However, despite the above trend, a quarter of all car journeys are under 2 miles, and around two thirds are under 5 miles, distances which can easily be cycled by most people. Longer journeys can often be undertaken by cycling in combination with public transport. Cycling can clearly play a greater role as a mode of transport for these local journeys, particularly in urban areas, where residential areas and key trip generators are generally within cycling distance. The average length of utility cycling journeys is about 4km.

Social Attitudes

In the UK, many people hold negative views of cycling as a mode of transport, and often associate cycling with low social status. This contrasts with many other European countries, where cycling is part of the culture and is viewed as the best way to get around in towns and cities for all sectors of the population. Changing 'hearts and minds' and improving the image and status of cycling is a difficult task, and is likely to be a long-term process, however, it is important that the County Council grasp the opportunity to raise the status of cycling. Convincing individuals that the health, fitness, cost saving and often time saving benefits that cycling can offer them outweigh the perceived disincentives is a major challenge for cycle promotion initiatives.

Congestion

Congestion is a serious and growing problem on the U.K. road network, costing the economy billions of pounds every year and negatively affecting quality of life for many. Reducing and mitigating the effects of congestion at a local level is a major objective of the government's transport policy and cycling has a role within the overall strategy to address this problem. Congestion is particularly severe in urban areas during peak hours, and many of the car trips contributing towards the problem are short local ones, often driver only, which could easily be undertaken by cycling or cycling in combination with another mode such as the train. Cycles take up significantly less space than cars, and are therefore a far more efficient use of available road space. In addition, cycling can often be the fastest mode of transport for short urban journeys.

Air Quality

Cycling produces no emissions or adverse affect on the environment and can therefore contribute towards air pollution reduction objectives, both locally and globally. Emissions from transport make up a quarter of UK CO_2 emissions. Whilst air quality across the county is largely good, there are a few areas where Air Quality Management Areas have had to be declared or will soon be declared due to poor air quality (more details are provided in Part 2 of the LTP). All of the potentially emerging air quality issues in Warwickshire are related to road traffic in and around the County's town centres and along major commuter arterial routes and junctions. Improving cycling conditions along these corridors in order to encourage more people to cycle, instead of using their cars for local journeys, can therefore play a part in the overall strategy to improve air quality.

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Health Benefits

Increasingly sedentary lifestyles, largely due to an over dependence on the car, have contributed towards a number of public health problems that are increasing at an alarming rate in the UK. Rising levels of obesity, heart disease, diabetes and strokes are now of serious concern to the health sector. The government's public health white paper recognises the value of walking and cycling as forms of physical activity which an easily be incorporated into people's daily routines. Both are activities which most people are able to undertake because they require no special skills and minimal financial outlay.

The Health Select Committee's report on obesity (May 2004) states, *'If the Government were to achieve its target of trebling cycling in the period 2000-2010…that might achieve more in the fight against obesity than any individual measure we recommend in this report'.*

The Countryside Access and Rights of Way Improvement Plan (CAROWIP) consultation revealed that the main reason why people cycle in the countryside is for health and fitness. Capitalising on the raised public awareness of the need to take more exercise offers perhaps the greatest potential for encouraging more people to cycle, and this will be a key aspect of cycle promotion activities.

Cycling also offers wider benefits for public health, including contributing towards air pollution reduction, improving road safety, and improving social cohesion.

Social Inclusion

Improving access to key services has emerged as a major strand of the government's transport and social inclusion agenda. Whilst levels of car ownership are higher in Warwickshire than the West Midlands or England and Wales as a whole, 19% of households do not have a car and therefore may experience problems accessing employment opportunities and essential services.

Cycling is a low cost mode of transport, requiring no tax, insurance, MOT or parking fees and minimal maintenance costs. With some basic training, cycling an activity that almost everyone is able to undertake, from children to elderly people. It is therefore a mode of transport available to most sectors of the population, providing a means of access to jobs, education and basic services necessary for everyday life.

The new local accessibility planning agenda will help identify how improvements to cycling infrastructure can improve accessibility to key services and opportunities for those groups and areas experiencing particular barriers to access.

The Strategy

Meeting the overall objective of the Cycling Strategy to increase cycle use will require a combination of elements. These can broadly be broken down into 'hard' measures to improve physical conditions for cycling and 'soft' measures to promote cycling and behavioural change, including education, training and publicity.

The following section sets out a range of policies to encourage more people to cycle. A brief discussion of each policy and the actions required to implement it is included. A list of actions, together with timescales, can be found in the Action Plan at the end of the document.

Consultation and partnership working

Policy CY 1

The County Council will consult with cycle users and other interested groups in the delivery of the policies and actions within the cycling strategy. We will seek further opportunities for partnership working to develop improvements to cycling infrastructure and to promote the benefits of cycling.

Cycle forums have been established in Warwick, Stratford, Nuneaton and Rugby as a means of consulting with local cyclists on general cycling matters, cycling schemes and wider strategy issues. It is also important to consult with those who currently do not cycle, as well as existing cyclists, if we are to encourage more people to take up cycling. Opinion surveys, such as the Citizens Panel, will also be used to inform the implementation of the Cycling Strategy. Public consultations are carried out on all new cycle schemes, and we are also carrying out route user surveys to obtain further qualitative data on cycling in Warwickshire.

Delivering the objectives of the Cycling Strategy will also require partnership working with a number of groups and organisations, including District / Borough Councils, Sustrans, British Waterways, local employers, schools and colleges and the health sector. This is necessary to improve cycling infrastructure, maximise sources of funding and to develop successful promotional initiatives.

Cycle route networks

> ### Policy CY 2
>
> The County Council will continue to develop cycle route networks in the main towns of the county to encourage more cycling for local journeys.

A key element of the strategy is to improve physical infrastructure for cyclists through developing coherent and connected cycle route networks. Cycling has the most potential for short journeys within urban areas, where residential areas are generally within easy cycling distance of schools, shops, town centres, rail stations and other key trip generators. Developing cycle infrastructure in urban areas is therefore also generally the most cost-effective use of resources.

Town cycle route network plans

In consultation with local cyclists, cycle route network plans have been developed for each of the main towns in the county: Leamington Spa, Warwick, Nuneaton/Bedworth, Rugby and Stratford. The main priorities in developing the cycle network plans are to establish good cycling links serving key trip generators such as schools, colleges, employment areas, town centres, public transport interchanges and leisure centres.

The cycle network plans will be used to co-ordinate the development of future cycle routes through the LTP programme, partnership initiatives and opportunities arising from new developments.The plans are working documents and are likely to be amended in the light of further audits and reviews, new development opportunities and consultations. Whilst the plans highlight the strategic corridors where it is desirable to improve cycling conditions, traffic volumes and physical conditions may mean it is difficult to provide quality cycle infrastructure. In such cases, alternative routes away from the heavy traffic flows may be investigated and promoted. However, directness of cycle routes will also be a key consideration alongside safety issues.

The cycle network plans include proposals for off-highway cycle links through open spaces and along riversides/canal towpaths where opportunities exist. These green corridors provide convenient, attractive, traffic-free routes for both leisure and utility journeys. Development of these routes will require joint working with District and Borough Councils and other organisations such as British Waterways and other landowners.

Copies of the proposed cycle network development plans for each of the main towns of the County can be found on the Warwickshire website (www.warwickshire.gov.uk).

Prioritising routes

To prioritise routes for implementation the County Council will assess the potential of each route to increase levels of cycling and contribute towards reducing congestion, improving air quality, improving road safety and improving accessibility. Now that the basic networks have been established in each of the main towns within the County, the need to link up routes within these urban areas to develop a coherent and connected network is also a key consideration and high priority will be given to completing 'missing links'.

Safer Routes to School

Over the past ten years, the number of children walking to school has halved, while the number being driven to school has doubled. The Safer Routes to School initiative aims to encourage children to walk or cycle to school, by improving the safety of pedestrian and cycle routes.

New cycle routes developed under the Safer Routes to School project will form a significant part of each of the town cycle networks, and are often equally useful for other utility journeys, particularly for novice cyclists. Co-ordination between the development of these schemes and development of the wider cycle route network will ensure that maximum benefit is achieved.

Advisory cycle routes

A cycle route network does not consist only of cycle tracks or cycle lanes. Quieter roads with low traffic volumes and low speeds are often ideal for cycling and can be used as a means of access onto dedicated cycle routes, or as an alternative to busy roads for less confident cyclists. These cycle-friendly roads will be identified and promoted as 'advisory cycle routes' where appropriate, particularly where they provide useful links to key trip generators or onto the dedicated cycle route network.

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Inter-urban and rural cycle routes

Whilst priority over the lifetime of the LTP 2006-11 will be given to further developing the cycle route networks in the five main towns for the reasons outlined earlier in this section, key inter-urban routes will be identified so that improvements can be considered if and when opportunities arise, such as through use of developer funding. Development of inter-urban routes using LTP funding will be a medium to long term priority. However, the County Council is committed to continuing to work with Sustrans to complete the National Cycle Network within Warwickshire, which will include some infrastructure improvements on inter-urban sections (see Policy CY3).

Limitations on resources will make it unlikely that the County Council will be able to provide significant funding in the short term for cycle routes in smaller towns and rural areas, beyond supporting development of the National Cycle Network. In some cases there may be relatively low cost opportunities to upgrade specific public footpaths to cycleways or to improve specific public bridleways (where cycling is already permitted). The CAROWIP will aim to identify a range of key links and routes from urban centres to the recreational network and linking missing sections within the rural network. Each identified section will be assessed on a case-by-case basis and may include for example upgrading existing footpaths or creating new routes parallel to busy roads.

Canal towpaths

Canal towpaths provide attractive, traffic-free routes for cyclists, both for utility and leisure journeys. They can form important links within town cycle route networks and also provide useful sustainable transport links between rural and urban areas. There are 106km of canal towpaths within Warwickshire, and it is the long-term aim of British Waterways to upgrade the entire length to 'multi-user path' status. The County Council will work with British Waterways to achieve this aim, particularly in urban locations, where canal towpaths can contribute towards the objective of increasing cycle use for utility journeys.

Sustrans National Cycle Network

Policy CY 3

The County Council will continue to work in partnership with Sustrans to further develop the National Cycle Network in the county and the links to adjoining areas.

Sustrans, the sustainable transport charity, has responsibility for co-ordinating the development of the National Cycle Network. The network currently extends to over 10,000 miles with more planned in the future. Much of the network utilises traffic-free routes or quiet roads to encourage more people of all ages and abilities to cycle, both for leisure and for utility journeys.

There are 4 National Cycle Network routes within the Warwickshire, which have been developed or are under development through partnership working between Sustrans, the County Council and other organisations:

- NCN 5: Stratford – Birmingham *(opened 2000);*
- NCN 41: Rugby to Leamington Spa (*opened June 2005);*
- NCN 52: Stratford-upon-Avon - Warwick – Coventry – Nuneaton – Derby *(partially complete);* and
- NCN 53: Birmingham – Coventry – Rugby *(partially complete).*

The County Council recognises the importance of the National Cycle Network in the overall promotion and development of cycling. Monitoring of the National Cycle Network shows an increase in cycling journeys from 60 million journeys in 2000 to 126 million in 2003. Whilst many of these journeys are for recreational purposes, it is believed that encouraging people to cycle for leisure may lead to more people cycling for utility journeys. The National Cycle Network routes often form the backbone of the town cycle networks and also provide valuable inter-urban cycle links. Developing links onto the National Cycle Network will be an ongoing aim of the cycling strategy, to enable as great a proportion of local people as possible to access the network.

The consideration of cycling within improvements to the wider transport network.

Policy CY 4

The County Council will ensure that the needs of cyclists are considered in the design of all new highway schemes and that opportunities to improve the cycle friendliness of the wider transport network are maximised.

Cycle lanes and cycle tracks form only part of the network for cycling, and the aim is for cyclists to be able cycle safely and comfortably on the wider transport network. The County Council will improve cycling conditions where possible through traffic management and safety improvement schemes, such as traffic calming, speed reduction initiatives, advanced stop lines at junctions, contra-flow cycle lanes on one-way streets and gaps for cyclists at road closures. Providing improvements for cyclists through non-cycling schemes help to develop 'invisible infrastructure' for cycling and creates a more friendly environment.

Cycle audits

The County Council carries out formal cycle audits to assess the cycle-friendliness of all new highway schemes at various stages of design and implementation. A cycle audit is defined as 'a systematic process, applied to planned changes to the transport network, which is designed to ensure that opportunities to encourage cycling are considered comprehensively and that cycling conditions are not inadvertently made worse'.

Cycle audits are undertaken on proposed local safety schemes and measures to serve new developments as well as general road improvement schemes to ensure that cyclist's needs are considered.These audits will include the needs of recreational cyclists to ensure that highway schemes do not sever or compromise the recreational network.

Improving safety at problem locations

Cycle accident data and feedback from local cyclists / cycle interest groups can help identify particular problem locations for cyclists. This information can be used to investigate the potential for remedial action where it could address a potential safety problem or release significant suppressed demand for cycling.

Remedial action may be taken either to improve the existing highway or to remove the cyclists from the highway or upgrading footpaths to multi-user routes where they provide a commodious alternative route.

Recreational cycling

Policy CY 5

The County Council will promote and increase opportunities for recreational cycling in the county, including improving the Rights of Way network.

Despite the overall decline in cycling levels, cycling is increasingly popular as a leisure pursuit and as a means of enjoying the countryside. The growth in sales of mountain bikes and hybrid bikes has led to an increase in off-road cycling, particularly in attractive countryside areas.

As well as the wider health and environmental benefits of recreational cycling, it is believed that encouraging people to cycle for leisure may lead to some considering cycling for utility journeys. Promoting opportunities for recreational cycling is therefore an important component of the overall strategy to increase cycling.

The county's rights of way network covers over 1,700 miles, although less than 20% of this network can be used by cyclists, i.e. it has public bridleway status or above. These routes are generally open and available but their condition is more suited to mountain bike use than touring use. Whilst much of the network is rural, it links communities, can provide an alternative to cycling on roads and verges making local journeys possible and more pleasant and provides access from urban and urban fringe areas into adjoining countryside. Paths through open spaces in urban areas are also often used for recreational cycling.

The County Council has developed 11 way-marked countryside leisure routes using quiet roads, tracks, and bridleways, each accompanied by a high quality map / guide. Greenways and Country Parks offer traffic-free cycling opportunities particularly suitable for novice cyclists and families, providing the ideal environment to gain skills and bike handling confidence.

We intend to deliver this policy by addressing the following priorities:

Information

- Promoting safe opportunities for cycling at country parks and other attractive countryside locations within Warwickshire;
- Providing information on cycling within the county:

  - to raise awareness of local opportunities, both in towns and rural areas;
  - to encourage local tourism;
  - to promote opportunities to non-users;
  - to improve confidence of all users and potential users.

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- Working with others to provide accurate and high quality promotional material; and
- Liaison with Ordnance Survey over inclusion of promoted routes on OS maps.

Infrastructure

- Working to develop opportunities for cycling in parks, open spaces and along green corridors such as canal towpaths and disused rail lines, both within rural and urban locations;
- Maintaining and improving the path network;
- Improving the surface condition of selected routes where they provide a key link in the off road network;
- Protecting the existing networks, and evolve them to fit the requirements of the 21st century; and
- Seeking to minimise the impact of fast and busy roads on promoted recreational routes by investing in verge improvements and "behind the hedge" schemes.

Events and activities

- Promoting, developing and hosting activities that encourage cycling and local tourism;
- Working in partnership with parish councils, community and user groups; and
- Organising sporting and leisure events, such as cycle races and guided cycle rides, to promote recreational cycling and the wider benefits of cycling.

Partnership Working

- Working with others to promote opportunities for safe cycling;
- Working with Parish Councils to develop safe parking in rural areas for cyclists; and
- Working with the Highways Agency and Network Rail to improve at-grade crossings and key verges of major roads and railway lines.
- Working with British Waterways to upgrade Warwickshire's canal towpaths to multi-user status.

Cycle parking / cycle security

> ## Policy CY 6
>
> The County Council will aim to provide secure cycle parking facilities in key public places and work with others to improve parking at workplaces, schools, public transport interchanges and other key trip generators.

Cycle parking in public places

Lack of good quality, secure cycle parking at key destinations can act as a significant deterrent to cycling, particularly for journeys that involve leaving a bicycle parked for long periods of time.

The County Council aims to ensure an appropriate supply of good quality cycle parking is provided in town centres, at public buildings, suburban shopping centres, public transport interchanges and at country parks. For long stay cycle parking, cycle stands may not offer the necessary level of security and cycle lockers or secure cycle compounds may be more appropriate. This consideration is particularly relevant for rail stations (for further details on cycle parking at public transport interchanges see Policy CY7).

Cycle parking at workplaces and schools

Cycle trips to work and school are a key focus of the Cycling Strategy, but without adequate trip end facilities people will not consider cycling even if a dedicated cycle route is provided. The County Council will ensure that appropriate cycle parking facilities are provided at new developments through the planning process. Large employers are encouraged to provide cycle parking for employees and visitors as part of company travel plans. The Safer Routes to School programme can fund cycle parking facilities at schools and funding can also be secured from the DfT when a school travel plan is submitted. Leisure centres, doctors' surgeries and community centres are other locations where cycle parking is particularly important and we will seek to encourage provision of parking at these destinations.

Integration with public transport

> ## Policy CY 7
>
> The County Council will work in partnership with public transport operators to encourage and facilitate cycling as part of journeys made by public transport.

Cycling and rail travel are easily combined to enable longer journeys to be undertaken without the use of a car. Encouraging cycle use can improve access to the rail network and significantly increase the catchment areas of rail stations. The importance of 'bike-rail' journeys has been increasingly recognised by the rail industry in recent years. The Strategic Rail Authority published a Cycling Policy in November 2004, which seeks to increase the number of rail journeys that involve the use of a cycle through improved access and parking at stations, improved bike-rail integration and clearer information about services available to cyclists.

Cycle routes to stations

Good cycle links to public transport interchanges are vital to facilitate cycling as part of longer journeys. Rail stations are one of the key destinations on the town cycle route network plans, and links to stations will accordingly be given high priority in future implementation programmes. Rail stations in each of the main towns of the county are either on or in close proximity to the National Cycle Network.

Cycle facilities at stations

Of equal importance in encouraging bike-rail journeys is the provision of high quality, secure, covered parking facilities. Cycle lockers are now increasingly being installed at rail stations, as they offer complete security for commuters leaving their bikes for long periods of time. The County Council will work in partnership with train operators to improve cycle parking provision at rail stations, as well as ensuring good access within the station itself for cyclists. We will also seek to ensure that good publicity is provided for the 'bike-rail' journeys and for new cycling facilities at stations.

Cycling and bus travel

Whilst cycling is most frequently combined with rail travel, facilities for cyclists will also be provided at new bus stations and major bus stops where appropriate.

Planning and new developments

> ## Policy CY 8
>
> The County Council will seek to ensure that all new developments support cycling as a viable and attractive mode of transport through provision for cyclists within the site itself and, where appropriate, through contributions towards wider cycling improvements in the vicinity of the site.

Land use planning has a major role to play in reducing car dependence and encouraging the use of more sustainable forms of transport. In line with national planning guidance, two specific objectives of Warwickshire's Structure Plan (1996-2011) are to reduce the distances people need to travel and to support walking, cycling and public transport as alternatives to the private car.

Warwickshire's Land Use and Transportation Strategy seeks to ensure the integration of land use planning and transport in order to promote sustainable patterns of development which reduce the need to travel, encourage more sustainable travel choices and promote accessibility to jobs and services by public transport, cycling and walking.

Developer contributions

The County Council, as transport authority for Warwickshire, is consulted by the five District and Borough Councils on the transport implications of planning applications and can recommend measures that may be required to minimise any adverse effect on traffic flows.

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Where appropriate, contributions are secured from developers to fund new cycle infrastructure and improve existing routes for non-motorised users in the vicinity of the site, in accordance with the 'Sustainability Criteria' within the Land Use and Transportation Strategy. New developments are an important source of funding for new cycle routes and can make a significant contribution towards the development of the town cycle network plans. At the very least, it will be ensured that new developments do not sever existing or proposed cycle routes, or result in a net loss of network for non-motorised users.

Provision for cyclists at new developments

The County Council seeks to ensure that new developments encourage cycling, through provision of adequate cycle parking and good cycle access within the site. The County Council's Transport and Roads for Developments document details the standards required for new road construction at new developments, including provision for cyclists and pedestrians.

Developments over a certain size are also required to produce a travel plan, in accordance with the County Council's Practice Note for Developers. A travel plan coordinator must also be appointed and a target set for the car/employee ratio to not exceed a given percentage, with alternative modes of transport promoted for the journey to work.

Training and education

> ## Policy CY 9
>
> The County Council to provide cycle training for children and adults to encourage safe and responsible cycling, and use educational initiatives promote a wider awareness of the needs of cyclists amongst other road users.

Cycle training

Training plays a key role in promoting safe and responsible cycling, and providing the necessary skills and confidence for cycling on today's roads.

The County Council offers both on and off-road training, training over 3500 young people every year, and cycle training is promoted extensively through exhibitions, press releases and local events. The Government as recently launched a new national standard for child cycle training, and the County Council will consider how this will impact upon their training programmes and strategy.

Adult training is available and actively promoted by the County Council, with the aim of targeting those who would like to take up cycling but lack confidence to cycle on roads. Training is now being promoted at key large employers through the travel plan process, with the County Council leading by example by offering training for it's employees.

Cycling and pedestrians

As traffic levels have risen, many people perceive cycling on busy roads as unsafe and some opt to cycle on pavements and public footpaths to avoid cycling in traffic. In some locations, this can cause conflict with pedestrians, particularly elderly people or those with mobility impairments. Cycling on footways is illegal and therefore primarily an enforcement matter, but it is hoped that improving cycling conditions and providing cycle training to raise skills and confidence levels will lead to a decline in the numbers of people cycling on pavements. The County Council will also raise awareness of this issue through publicity, such as cycle map / guides and web pages.

On shared use cycle and pedestrian facilities and bridleways, the County Council will encourage responsible cycling and courtesy to pedestrians and horse riders through the cycle training programme and promotional initiatives, such as the town cycle route maps and guides.

Raising driver awareness

Poor driver behaviour was raised as a particular concern amongst local cyclists during consultations with cycle fora. The County Council will use publicity campaigns and promotional material to encourage courteous and considerate driving behaviour towards cyclists, and also raise the status of cyclists as road users.

Cycling Strategy 5

Design

> ### Policy CY 10
>
> The County Council will design and construct cycle facilities according to local circumstances and user requirements, utilising relevant guidelines, standards and best practice to ensure that new cycle infrastructure is of a high quality and meets best value objectives.

There are many factors influencing the type of cycle infrastructure that can be provided for cyclists along any proposed new cycle route, including traffic volumes and speeds, available road width, resource constraints, local priorities and the type of cyclists who will be using the route. The diversity of the county means that the appropriate provision is highly dependent on local circumstances.

Providing for the needs of different cyclists

When identifying the most appropriate cycling infrastructure along a particular route, we will typically consider the 'design' cyclist and the type of journeys the route is most likely to serve. There is also a need to consider those who currently do not cycle but whom we need to attract in order to increase cycling levels.

There are a number of different types of cyclists and each has their own requirements with regard to cycling facilities. Experienced cyclists generally prefer more direct on-carriageway routes, with minimum delays along the route. However, new or inexperienced cyclists may only feel confident cycling away from traffic or on quieter roads and place more emphasis on safety than directness.

Providing for the needs of different cyclists within available resources can be difficult. Most cycling takes place on the road and therefore the underlying principle is that where possible, the carriageway should be made safer for cyclists. A range of national guidance, including the recent Local Transport Note (2/04) on Planning, Policy and Design for Cycling and Walking, backs this principle. However, opportunities to provide traffic-free routes, which offer a safe and attractive alternative to direct on road routes, will be maximised. Cycle routes developed through the Safer Routes to School programme and as part of the National Cycle Network will generally offer the type of cycle facilities preferred by novice cyclists and children.

Shared use cycle paths

As stated above, the County Council will aim to improve conditions for cycling on the carriageway where possible. However, road conditions or the type of cyclists likely to use a particular route may mean that on-carriageway cycle facilities are not appropriate, and provision of off-carriageway facilities alongside the road may be more suitable.

Shared use footpaths / cycle paths can be unpopular with pedestrians and need careful consideration before they are introduced. Encouraging more walking is also a key national and local transport objective and we wish to avoid inconveniencing pedestrians when introducing new cycle infrastructure. In accordance with current guidance, the County Council will generally consider introducing shared-use facilities only under the following circumstances:

- Adjacent to roads with a speed limit of 40mph or more;
- As part of Safer Routes to School schemes;
- As part of National Cycle Network schemes;
- When a cycle facility is clearly desirable, but carriageway widths / conditions prohibit on carriageway cycle provision;
- Where the proposed route is not adjacent to a carriageway e.g. the need to upgrade a public footpath which crosses fields or runs between houses; or
- For key recreational routes where there is no existing surfaced pedestrian provision.

Cycle infrastructure design

Good design is of high importance when providing new cycle infrastructure intended to attract more people to cycle. Whilst existing highway conditions mean that there are often many constraints on the design of cycling facilities, the County Council will consider the five core principles when designing new cycle infrastructure, in accordance with Local Transport Note 2/04:

- Convenient;
- Accessible;
- Safe;
- Comfortable; and
- Attractive.

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The County Council has developed internal cycling design guidelines, 'Cycle Facilities: Standard Details and General Design Considerations'. These guidelines will be adhered to, as far as is practically possible, in the design of all new cycle schemes and within other highway schemes which involve provision for cyclists.

Maintenance

Policy CY 11

The County Council will take account of the specific needs of cyclists in maintaining the highway network and establish maintenance responsibilities at an early stage in the development of new off-highway cycle schemes.

Maintenance is an important issue for cyclists as they can be particularly affected by problems such as poor road surface condition, poor drainage and overhanging vegetation.

Highway maintenance

Highway maintenance policies have been developed to take into account the needs of all road users, and, in common with other users, the main requirements for cyclists are networks that:

- Are free from dangerous surface defects such as potholes and uneven surfaces;
- Are free from branches and vegetation which reduce visibility or which overhang and cause an obstruction;
- Have non skidding surfaces;
- Are free of snow and ice; and
- Can be used without fear of crime.

However, cyclists generally use the edge of carriageways, where defects and obstructions can accumulate, meaning that they have specific needs in terms of highway maintenance. The County Council will consider the scope for taking the key routes for cycling more fully into account in its inspection, repair and winter maintenance procedures, including the cutting back of vegetation. The forthcoming development of a Warwickshire Transport Asset Management Plan will include a review of maintenance standards. In winter 2004/5, a trial was carried out to grit cycleways in urban areas - this will be extended with increased coverage during winter 2005/6.

A hotline line for reporting carriageway and cycleway defects is publicised, and all emergency repairs are made within 24 hours. It is also important for cyclists to be considered at roadworks, including those undertaken by utility companies.

Maintenance of off-carriageway cycle routes

Maintenance considerations are also of high importance for off-carriageway routes, as poorly maintained routes are unlikely to encourage more people to cycle. We will ensure that appropriate maintenance regimes are established at the development stage of new off-carriageway cycle routes. Key issues include ensuring overhanging vegetation is cut back and that routes are swept at regular frequencies to keep them free from broken glass and other debris.

Marketing and Promotion

Policy CY 12

The County Council will promote cycling as a viable, attractive, sustainable and healthy mode of transport and recreational pursuit and will ensure that good quality information is available on local cycle routes and wider cycling matters.

Promotional measures are a vital component of the cycling strategy, as physical improvements to infrastructure alone are unlikely to generate a significant increase in cycling. There are a number of ways that cycling can be encouraged through 'soft' measures, including awareness campaigns, travel plans, cycling events, through publications and the media and through increased participation in recreational cycling.

There is now a stronger evidence base on the effectiveness of these soft factor interventions in encouraging a shift to more sustainable modes of transport and achieving behavioural change. We will therefore use new national best practice and guidance on the subject to explore new opportunities for developing soft measures to complement physical improvements to the cycling environment.

Cycling Strategy 5

Workplace Travel Plans

Travel Plans are typically a package of practical measures to encourage and enable staff to choose alternatives to single-occupancy car-use. Expanding businesses and new developments are required by the County Council to adopt a Travel Plan in line with the May 2003 Practice Note for Developers in Warwickshire. Other large organisations are also encouraged to develop Workplace Travel Plans on a voluntary basis.

Travel Plans usually include measures to encourage employees to cycle to work, such as secure cycle parking, lockers and showers. Efforts to encourage the voluntary adoption of Travel Plans are currently being focused on public sector organisations such as local authorities and hospitals, which are major local employers. A new Travel Plan for Warwickshire County Council was produced in July 2004, setting out a range of new measures to encourage the use of alternative modes of transport for travel to work and business travel.

School Travel Plans

The Government aims to ensure that every school in England has a school travel plan by 2010. Warwickshire has a team of officers dedicated to working with schools to develop travel plans, which are then submitted to the DfT who allocate up to £5,000 for primary schools and £10,000 for secondary schools to implement measures inside the school grounds, such as cycle storage. 25 school travel plans were signed off in 2004/5 and it is hoped that this number will be exceeded in 2005/6.

Awareness campaigns

Cultural and attitudinal change towards cycling is needed if the potential of this mode is to be fully realised. Promotional initiatives focus on raising the status of cycling as a transport choice and overcoming the perceived barriers to cycling. There is evidence that promotional activity is most effectively targeted on those groups or individuals most likely to change their travel behaviour.

A range of promotional events are organised regularly by the County Council as part of the TravelWise initiative and in support of national events such as Bike Week. Other ongoing measures to raise the profile of cycling and promote the benefits it can offer include leaflets, bus advertising campaigns and regular press releases on a variety of cycling issues.

Information provision

Good quality information on local cycling opportunities and other cycling matters is important to both assist existing cyclists and to encourage those who do not currently cycle to take up cycling. Publicity for cycling includes route maps, network signage and web pages. The continuing development of the urban cycle route networks and the National Cycle Network means that there is a growing 'product' to market, making quality publicity and marketing measures increasingly important.

Health promotion

With growing public awareness of the health problems caused by sedentary lifestyles and poor diets, emphasising the health and fitness benefits of cycling offer perhaps the greatest opportunity for targeted promotional initiatives and within wider promotional activities.

Encouraging cycling as a leisure activity is important within the overall strategy, as it can increase personal fitness and confidence in cycling ability, and therefore increase the likelihood of cycling being used as a transport alternative. Participation in recreational cycling at an early age means that individuals are more likely to cycle as adults.

The Action Plan

For the purposes of this strategy, short term will be for the period to 2011, medium term will be the period from 2011 and 2016 and long term will be the period 2016 onwards.

Cycling Strategy Action Plan		
Policy	**Action**	**Timescale**
Cycle route network development	Implement next key routes in each town cycle network	Short
	Work in partnership with Sustrans to complete National Cycle Network routes 41, 52 and 53.	Short
		Short
	Work in partnership with Sustrans to create links from the National Cycle Network to local schools.	Medium
	Implement secondary routes in town cycle route networks.	Short
	Add key inter-urban routes, such as Kenilworth to Leamington, to cycle network plans to allow consideration if appropriate.	Medium/long
		Short/medium

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Cycling Strategy Action Plan		
	Implement key inter-urban cycle routes.	Short
	Implement safe cycle routes to all secondary schools through the SRTS programme	Short
	Identify 'advisory' cycle routes in each of the main towns.	ongoing
	Review signage on existing cycle routes and develop signing strategy for the town cycle networks.	Short/medium
	Annually review and update cycle network development plans.	
	Identify low cost opportunities for upgrading public footpaths to cycleways and bridleways where they will form a key link in the network.	
The wider road network	Carry out a cycle audit on all new highway and development schemes.	ongoing
	Seek to remove deterrents to cycling through addressing particular problem locations for cyclists.	ongoing
	Introduce advanced stop lines at all new signalised junctions where practical.	Short
	Ensure up-to-date cycle network development plans are distributed to relevant internal and external bodies.	ongoing
Cycle parking / security	Assess need for new or additional cycle parking in town centres, suburban shopping centres, public buildings, public transport interchanges and country parks.	ongoing
	Investigate the potential and demand for secure cycle parking for commuters in town centres.	Short
	Provide funding for schools to implement cycle parking initiatives.	ongoing
	Establish an annual Cycle Projects Fund to enable smaller organisations to bid for funding for small-scale improvements to increase cycling.	Short/ongoing
Integration with public transport	Develop programme to improve cycle parking at stations in partnership with train operators.	Short
	Complete cycle links to rail stations in the main towns and ensure maximum linkages to wider town cycle route network plans.	Short / medium
Maintenance	Review maintenance programme to identify opportunities to further take into account the needs of cyclists through development of Transport Asset Management Plan.	Short
	Ensure maintenance responsibilities are established at an early stage of the development of new off-carriageway cycle routes.	Ongoing
Planning and new developments	Review effectiveness of Transport and Roads for Development in the provision of cycle friendly infrastructure at new developments	Short
Recreational cycling	Maintain and improve bridleways and byways as multi-user routes.	Short
	Continue to organise events such as Warwick town cycle races as part of the TravelWise campaign	Ongoing
	Continue to provide information about and new opportunities for recreational cycling.	Ongoing
		Short
		Ongoing

Cycling Strategy Action Plan		
	Develop two new Greenways.	Ongoing
	Seek to minimise the impact of fast and busy roads on promoted recreational routes.	
	Provide events and activities which promote and encourage cycling	
Education and training	Continue to provide cycle training for school children to promote safe and responsible cycling.	Ongoing
	Provide cycle training for adults to improve confidence of new or returning cyclists when cycling in traffic.	Ongoing
	Promote the availability of cycle training to major local employers.	Ongoing
	Ensure that cycle training provision is compatible with the proposed National Child Cycle Training Standards.	Short
	Develop cycling awareness course for secondary schools.	Short
	Publish cycle safety advice on the town cycle maps / guides, cycling web pages and other mediums when the opportunity arises.	Short/Ongoing
	Encourage safe driving and raise driver awareness of the needs of cyclists through road safety publicity campaigns	Ongoing
Marketing and promotion	Continue to support national cycling campaigns, such as Bike Week.	Ongoing
	Investigate opportunities for developing new 'soft' measures, informed by new guidance and best practice.	Ongoing
	Publish up to date town cycle route maps / guides for the main towns.	Short/Ongoing
	Develop and regularly update cycling web pages on Warwickshire website.	Ongoing
	Promote the use of Country Parks and Greenways as an introduction to cycling in a safe environment.	Ongoing
	Monitor effectiveness of promotional initiatives.	Ongoing
Partnership and consultation	Seek the views of local cyclists through regular meetings of district cycle fora.	Ongoing
	Conduct bi-annual route user interviews on the town cycle route networks.	Ongoing
	Further develop links with health sector to seek opportunities for joint initiatives.	Short/Ongoing
	Work with cycle campaign groups to promote a greater awareness of cycling.	Ongoing
Monitoring	Where practical, install automatic counters on all new off-carriageway cycle schemes.	Ongoing
	Produce annual report on results of automatic cycle counters.	Ongoing

Table 5.3 Cycling Strategy Action Plan

Targets and Monitoring

The Cycling Strategy sets out a range of actions aimed at encouraging more people to cycle. Monitoring of the delivery of the actions and progress towards our objectives will be an important part of the implementation. Progress against the identified actions and standards will be reviewed on a regular basis to make sure that the Action Plan is achieving the desired outcome.

5 Cycling Strategy

Monitoring cycle use

The County Council aims to install automatic cycle counters on all new off-carriageway cycle routes to monitor levels of cycling and the performance of new cycling facilities. These counters provide the most reliable means of measuring levels of cycling, as they provide continuous data throughout the year. In 2003/4, a network of 7 counters was in place throughout the county.

Levels of cycling can also be monitored by the cordon counts carried out biannually in each of the main towns. However, these alone do not accurately reflect cycle levels because they are carried out only on one day and can be greatly affected by seasonal variations and weather conditions.

Cycle use targets 2006-11

There is a need to set targets which are realistic yet sufficiently challenging within the given timescales.

Cycle use in Warwickshire has been steadily declining for a number of years and mirrors the national decline in cycling levels. Census data shows that cycle use for journeys to work has declined from 5.6% in 1981, to 3.8% in 1991 and to 3% in 2001. This continued decline marks a movement away from our stretching target set in 2000 to double cycle use in major urban areas by 2006 and double it again by 2011.

The adoption of this ambitious local target demonstrated our commitment to help meet the national target of tripling the number of cycling trips by 2010 compared with a 2000 base. Performance against both the national indicator and our local indicator has been disappointing; indeed the national target was abandoned in 2004, being replaced by a general aim 'to increase walking and cycling in the next 20 to 30 years'.

Cordon count data points towards declining cycling levels between 2000/1 and 2003/4. However, in 2004/5, cycle flows increased from the previous year and are close to levels recorded in 2000/1. These results are encouraging but it is clearly too early to know whether this is the start of a positive upward trend.

Data from the 7 automatic cycle counters throughout the county show that there have been some increases in cycling levels where improvements to infrastructure have been made, but it is not possible to establish that there has been a positive upward trend in cycle usage. *(Amend as necessary after analysis of ACC data).*

It is against this background of declining cycling levels in Warwickshire that it has been decided to set the following five year target for cycle usage:

'To maintain the amount of cycling in Warwickshire at 2003/4 levels by 2011'.

In addition to past cycle usage data, a range of factors have been considered when setting this target, including car ownership levels, cycle network density, barriers to cycling and impact of promotional activity. It is considered that increasing cycling levels is a long term challenge and will depend both on behavioural change and achieving a density of cycle route networks, both of which will take a number of years.

Progress towards this target will be monitored through data collected from the existing 7 automatic counters and will form the baseline against which progress on increasing overall levels of cycling is measured. The target will be reviewed…*(when..?)*

Cycle usage on new and improved cycle routes

Whilst cycling levels across the County have been steadily declining for a number of years, investment targeted at key routes where demand for cycling is greatest could bring about a localised increase in cycling levels.

Therefore, in addition to the overall target for cycle usage, we will also set a target to:

'To increase cycling by 5% by 2011 along routes where new cycle infrastructure has been introduced'.

This target will be monitored by carrying out pre-implementation and post-implementation counts of cyclists along new cycle routes, to monitor the impact of new infrastructure on cycling levels. On new off-carriageway routes, automatic cycle counters will be installed to monitor increases in cycling. However, it is not possible to install automatic counters on new on-carriageway cycling infrastructure and therefore manual counts will be carried out.

Other Indicators

We will also monitor progress with implementation of the Cycling Strategy against a number of performance indicators, which are listed in the table below.

Cycling Strategy 5

Performance Indicator	Monitoring	Frequency
Number of people cycling into town centres	Cordon counts	Bi-annual
Number of children cycling to school	School Travel Surveys	Annual
Journeys to work by cycle	Travel Plan monitoring (for those employers with a Travel Plan secured through S106 agreement)	Annual
Number of cycles parked at key locations	Counts at rail stations, town centres and other selected sites	Annual
Uptake of new cycle maps	Internal records	Annual
Number of cyclists (adult and children) being trained each year.	Road Safety	Annual
Number of public bridlepaths improved through the Rights of Way Improvement Plan	Internal records	Annual

Table 5.4 Indicators

5 Cycling Strategy

Land Use and Transportation Strategy 6

Introduction

The principle aim of the Land Use and Transportation Strategy is to encourage new development in Warwickshire to be sustainable. New development will therefore be considered within a framework that a) promotes patterns of development that make better use of land, particularly in the existing main settlements in the County; b) reduces the need to travel through the better integration of land use and transport.

The integration of land use and transport can be achieved through the promotion of sustainable patterns of development which:

- Reduces the need to travel;
- Promotes more sustainable patterns of development
- Reduces reliance on the car by promoting improvements to public transport, walking and cycling;
- Directs new development into existing settlements and/or transport corridors; and
- Maintains, improves and utilises existing links and infrastructure.

The recent policies of the West Midlands Regional Spatial Strategy (RSS11) (formerly Regional Planning Guidance for the West Midlands) focus development away from the Shire Counties towards the Major Urban Areas (MUAs); Birmingham and the Black Country, Coventry, Solihull and North Staffordshire. A consequence of development being concentrated in the MUAs may be an increase in the numbers of people travelling to and from Warwickshire. Furthermore, RSS11 also identifies Rugby as a potential growth area and demand for travel to new major developments, particularly employment, is likely to grow.

These pressures will need to be addressed and the future challenge will be to ensure that the County Council promotes sustainable development and transport links within Warwickshire. The Land Use & Transportation Strategy will contribute to addressing those issues. The remainder of this Strategy sets out:

- The Objectives of the Strategy;
- National, Regional and Local policy context; and
- The Land Use & Transportation Strategy.

The starting point for the Land Use and Transportation Strategy is the overall transport objectives of the Local Transport Plan 2005 that have been developed to reflect national, regional and local policy.

The Land Use & Transportation Strategy will contribute to achieving the key objectives in the Local Transport Plan 2005 by promoting sustainable development which:

- Offers accessibility, both in terms of physical access to transport and its availability, to the widest cross section of the population; and
- Gives people (including those who do not have access to cars) more travel choices to access work, services and leisure activities.

Policy Overview

National Policy

Planning Policy Statement 1(PPS1) - Delivering Sustainable Development. - Sustainable development is the core principle underpinning planning. At the heart of sustainable development is the idea of ensuring a better quality of life for everyone now and for future generations. Planning should promote sustainable and inclusive patterns of urban and rural development by:

a. Making suitable land available for development in line with economic social and environmental objectives to improve people's quality of life;

b. Contributing to sustainable economic development;

c. Protecting and enhancing the natural and historic environment and the quality and character of the countryside;

d. Ensuring high quality development through good and inclusive design and the efficient use of resources and

e. Ensuring that development supports existing communities and contributes to the creation of safe, sustainable liveable and mixed communities with good access to jobs and services for all members of the community.

The planning system should promote development that is accessible in terms of its location. It should reduce the need to travel and encourage accessible public transport provision, to secure more sustainable patterns of transport development.

Planning Policy Statement 6 (PPS6) – Planning for Town Centres. 'Town centres' is a term that includes city centres, town centres, local centres and district centres. They make an important contribution to the quality of life in our urban communities and play a key role in delivering sustainable development, which is the core principle underpinning planning.

6 Land Use and Transportation Strategy

The Government's key objective for town centres is to promote their vitality and viability by a) planning for the growth and development of existing centres and b) promoting and enhancing existing centres by focusing development in such centres and encouraging a wide range of services and uses in a good environment, accessible to all.

Planning Policy Guidance Note 13 (PPG13) – Transport aimed to integrate planning and transport to promote more sustainable transport choices, promote accessibility to jobs and services by public transport, cycling and walking and reduce the need to travel.

Changes to the Development Plan procedures

The government recently issued PPS12: Local Development Frameworks (LDFs), which sets out the changes to the plan-making process. Its aim is to reduce the time taken to produce plans and to make plan making itself more flexible and responsive to changing demands. Structure Plans and Local Plans are gradually being replaced by LDFs. Instead of one plan, there will be a number of plans e.g. Core Strategy, Site Specific Allocations, Area Action Plans etc and these will all form a part of the LDF.

Regional Policy

Regional Spatial Strategy (RSS11) (formerly Regional Planning Guidance for the West Midlands) was published in 2004. Policy T2 states that "Local authorities, developers and other agencies should work together to reduce the need to travel especially by car and to reduce the length of the journeys through – encouraging those developments which generate significant travel demands to be located where their accessibility for public transport walking and cycling is maximised including close to rail and bus stations and Metro stops".

In addition, Regional Spatial Strategy seeks to promote patterns of development, which reduce the need for travel (UR4) including a more balanced provision of different uses in larger settlements including the sub-regional foci.

The specific provisions in RSS11 require the development of more sustainable patterns of development to provide a better balance between jobs, houses and other services. These developments are to be integrated with a choice of transport including public transport. Priority will be given to the improvement of services and interchanges within urban areas and the development of links with catchment areas. In rural areas, priority should be given to the development of community and public transport services, particularly those providing links from rural hinterlands to key local service centres (Policy T5D).

The Regional Spatial Strategy aims to focus development on the Major Urban Areas (MUAs) in the West Midlands, particularly Coventry, Solihull and Birmingham. The main county towns of Warwick/Leamington Spa will continue to act as a centre for investment and assist in meeting the economic, social and cultural needs of the surrounding rural areas. The towns will also build on their traditional strengths as centres of historic heritage and tourism. In addition Rugby will act as a potential growth area for local regeneration and is a sub regional foci for development outside the MUAs.

Local Policy

The policies in the Warwickshire Structure Plan 1996-2011 are summarised in the following paragraphs. The government has carried out its intention to reform the Structure Plans and Local Plans process. However, Structure Plan policies that are in conformity with the Regional Spatial Strategy will be 'saved' for a period of at least 3 years (i.e. up to 2007).

The Regional Planning Body will need to decide whether sub-regional strategies need to be produced, which will provide further detailed policy to bridge the gap between the Regional Spatial Strategy and Local Development Frameworks. In the event that these sub-regional policies do not emerge, there is scope for the Structure Plan policies to be carried beyond 2007.

Policy GD1(b) - The principal purpose of the Structure Plan is to provide for a pattern of development which promotes the greater use of public transport, walking and cycling, to avoid restricting future generations of Warwickshire residents to a style of living which depends on use of car to get to work, school, shop or for leisure.

Policy GD3 - New development will be directed towards towns of over 8000 people (at 1991) because they offer the best prospect of expanding public transport and job opportunities across the community. Living in towns should be made more attractive and new housing and industry should be located within easy reach of public transport serving the main town centres in the County along with Coventry and Birmingham.

Policy T1 - Where travel is necessary, through the Local Transport Plan and in considering transport related development proposals, the County Council will:

- Promote affordable transport for people on low incomes;
- Increase accessibility for disabled people and others with mobility problems; and
- Provide alternatives to using cars, giving the highest priority to improving public transport, the integration of transport and improving facilities for walking and cycling.

Land Use and Transportation Strategy 6

Policy T2 - Within the context of minimising private car usage across the County, measures will be implemented to achieve the following targets:

- Restrict the predicted growth in peak period vehicular traffic to a maximum 20% of 1999 levels by 2011 (half the forecast of 40%) in the north-south transport corridor, between Nuneaton and Leamington and the major urban areas of Warwick/Leamington, Nuneaton/Bedworth, Rugby, and Stratford upon Avon (this target has been superseded - details of the revised target can be found in the Congestion Strategy (see Part 2 of the main LTP document)); and
- Significantly increase public transport patronage in the major urban areas and inter urban areas between 1999 and 2011.

Policy T7 - To provide a genuine alternative to the private car local plans should, within the context of the objectives in T1 and the targets set out in T2, ensure that the needs of public transport services and facilities, to serve both new and existing developments, are fully addressed through land use allocations and the determination of planning applications. Where appropriate, Local Plans should safeguard land necessary for identified public transport facilities. Proposals will be supported where they contribute to meeting the demand for travel to Birmingham and Coventry, as well as local and longer distance movements.

Policy T10 - The County Council will seek developer contributions to be provided for public transport, pedestrian and cycling facilities to serve development and regeneration. The County Council will also require developer funding of highway and traffic management schemes that provide access to or support development and regeneration.

Policy CA4 within the Countryside Access and Rights of Way Improvement Plan states: "We will seek improvements, both within a development site and in the surrounding area, where the development is likely to lead to an increase in use of the local path network or where the development impacts on the existing path network."

Problems and Opportunities

There are problems in integrating land use and transport to promote sustainability, accessibility and a strong economy. The lack of employment opportunities in the rural areas of the County combined with limited public transport services leads to reliance on car use and disadvantages those without access to a car. In addition the growth of employment, housing, retail and leisure development on the edges of the towns has led to increased car use and the exclusion of those without access to a car.

Regional Spatial Strategy supports development within the Major Urban Areas (MUAs), particularly, Birmingham, Coventry and Solihull, which have an effect on the County. In addition, the main towns of Warwick/Leamington, Nuneaton and Rugby will continue to play an important part in acting as a focus for new investment and supporting regeneration.

These towns offer the best opportunity to maximise the re-use of previously developed land or buildings; promote alternative modes of transport to the car and reduce the need to travel. Outside the MUAs, Rugby is a focus of new investment and regeneration particularly on the former Radio Mast site. This will bring opportunities for mixed use development including employment and housing and raise the profile of the area, and increase economic activity.

These opportunities will also bring their own challenges, such as, increased demand for travel. The proposed regeneration within the Rugby area will impact on the transport network. The scale of vehicular traffic currently adversely affects many parts of Rugby and particularly the town centre. The Land Use & Transportation Strategy recognises these matters/issues and new development in Rugby, will be provided with a choice of transport including public transport, cycling and walking facilities.

Focusing development in these Warwickshire towns offers the opportunity to use the existing transport networks and the potential to a) expand the use of public transport including bus and rail; b) increase its attractiveness and c) open new stations e.g. Kenilworth; and d) encourage walking and cycling facilities. The aim of this approach is to optimise the existing concentrations of population, employment and services including public transport. By concentrating new development in the towns, this will help to achieve shorter journey distances and reverse the trend towards out of centre developments that are often difficult to reach without reliance on the car.

The Strategy

The vision of Warwickshire County Council's Land Use & Transportation Strategy is:

'To encourage new development, which is accessible, safe, sustainable and integrated with the transport network, including modes other than the car.'

The aim of the Land Use & Transportation Strategy is to make new development especially those with significant traffic movements as sustainable as possible through the integration of land use and transport. This can be achieved by:

- Actively promoting accessibility for all sections of the community, based on the most sustainable modes; and
- Seeking to optimise the location of land uses/developments with the transport networks including locating major trip attractors and generators in close proximity to suitable public transport services.

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The four key themes of the Strategy are:

- To encourage patterns of sustainable development;
- To promote a choice of transport by public transport cycling and walking;
- To promote accessibility to jobs, shopping, leisure facilities; and
- To reduce the need to travel by car.

The Policies of the Land Use & Transportation Strategy

Policy LUT 1

Partnership

The County Council will work with the five District and Borough Councils and adjoining local authorities, developers, and other stakeholders to implement the policies set out in the Land Use & Transportation Strategy.

The County Council in partnership with District Councils, Parish Councils and others will work together towards the objectives of encouraging sustainable development through the use of national, regional and local planning guidance, including the Regional Spatial Strategy and Local Development Frameworks. The Land Use & Transportation Strategy will form the basis for the County Council and its partners, to secure funding for transport and accessibility improvements from new developments.

Policy LUT 2

Sustainable Developments

The County Council will promote sustainable development and seek developer contributions, where appropriate, to provide for public transport, community transport, pedestrian and cycling services and/or facilities and travel plans/travel packs to serve new developments.

Delivering The Strategy

This section sets out the main actions that will be required to deliver the policies of the Land Use & Transportation Strategy. Delivery involves a wide range of public and private stakeholders and partners. In some instances, delivery will be dependent on strategic decisions that are taken at national level.

The main part of the delivery will be undertaken before or at the planning application stage where new developments will be assessed in terms of their accessibility to determine the degree of sustainability, see below.

Partnership

Partnership will play a key part in promoting new developments which are sustainable and which accord with the Land Use and Transportation Strategy. The County Council recognises there are a range of partners and stakeholders in both the public and private sectors, which it will engage with in this process. These include:

- National level: Office of the Deputy Prime Minister (ODPM); Department for Transport (DfT); Department for Environment Food Rural Affairs (DEFRA); Network Rail and the Highways Agency;
- Regional Level: Government Office of West Midlands (GOWM); Advantage West Midlands (AWM) and West Midlands Regional Assembly (WMRA) and Centro;
- Local level: North Warwickshire Borough Council; Nuneaton and Bedworth Borough Council; Rugby Borough Council; Stratford-on-Avon District Council and Warwick District Council; and
- Neighbouring Authorities: Coventry City Council; Solihull Metropolitan Council; Staffordshire County Council; Leicestershire County Council; Northamptonshire County Council; Oxfordshire County Council; Gloucestershire County Council and Worcestershire County Council.

Land Use and Transportation Strategy 6

Background Information

Sustainable Development

Principles of Sustainable Development

New development should be encouraged to be sustainable by seeking to integrate development with its need for transport and movement, which also makes sufficient provision for the users of the development, for example potential residents, employees and visitors. The development also needs to use measures which offer the most effective and efficient use of resources to reduce reliance on the car and reduce congestion by ensuring there is a satisfactory provision of public transport services and infrastructure, along with safe cycling and walking facilities.

New development should be considered within a framework that encourages a choice of transport modes for potential residents, employees and visitors. All new developments should be assessed in order to identify whether each encourages sustainability. They will be assessed against the following key criteria:

- The location of the development in respect of a town centre, consideration of local characteristics i.e. topography, physical barriers existing and proposed layout.
- The distance of the development from a town centre and how it encourages all transport movements to the centre and other main nodes in a town.
- The location of the development in respect to public transport services, facilities for cycling and walking to serve the development effectively and efficiently.
- The development to offer the potential residents and employees a choice of efficient and effective sustainable modes of transport.
- The provision of public transport serving the development should be assessed against the access and distance it is from the nearest bus stops, railway stations, provision of attractive services, bus priority measures, park and ride services and associated traffic management measures serving destinations in congested areas.

Applying the Criteria for Assessing Sustainable Development

The criteria set out in the table below -the Criteria for Assessing Sustainable Development- represents the initial starting point for negotiations with developers and landowners about the levels of sustainable transport contribution and/or measures required towards making a development more sustainable. It is envisaged that negotiations with developers and landowners in relation to the sustainable transport contributions/measures will take place during the various stages of the planning process as either informal or formal advice.

The criteria will be used to judge whether a new development meets the appropriate levels of sustainability. The main types of development that the criteria would apply to are those developments for example that a) would have a material increase in traffic on the highway network b) would have inadequate access by public transport, cycling and walking.

The measures are not intended to be exhaustive and should take into account the individual merits and circumstances of each development. They should also be considered in an integrated way to ensure the most effective efficient and suitable ways of providing sustainable transport for a development. One of the measures includes the production of travel plans for new developments with significant traffic generation. The document, 'A Strategy for Changing Travel Behaviour' produced by the County Council, outlines the aims and objectives to promote more sustainable travel.

In order to ensure that the measures are appropriate, a planning obligation for a developer contribution towards sustainable transport shall take the form of revenue and/or capital and include costs for consultation. In addition any studies required to justify a new development or to evaluate any transport solution will normally be expected to be funded by the developer. The following table shows the criteria for assessing sustainable development.

Applying the Criteria for Assessing Sustainable Development		
Sustainable Transport Measure	**Test**	**Sustainable Transport Contribution / measures**

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Applying the Criteria for Assessing Sustainable Development		
Walking	*Does the development site have:* Local services, schools, public transport, leisure and job opportunities within walking distance? Is the necessary infrastructure in place to deliver high quality safe direct and attractive routes that will encourage walking? What improvements are needed to satisfy the above	Safer Routes to School Pedestrian safety measures New footways Provision of signage Improved security Better street lighting Gates and railings Landscaping
Cycling	*Does the development site have:* Dedicated cycle links to the local services schools public transport recreational and job opportunities? Is the necessary infrastructure in place to deliver high quality safe, direct, and attractive cycle routes that will encourage use?	Providing new or improved dedicated cycle facilities Provision of cycle lanes off and on carriageway Combined cycle and pedestrian crossings (TOUCAN) Improved signage including warnings to drivers Cycle parking at work places, service centres, railway stations and other public transport interchanges Improved security –lighting Associated environmental improvements – landscaping and surfacing
Public Transport (Bus)	Is the site served by reliable, fast, frequent and accessible services which accord with the appropriate specifications set out in Policy BS3 of the Bus Strategy? What improvements are needed to satisfy the above specifications?	Provision of the required service by providing a free standing service or diversion of an existing service reinforcement of frequency or appropriate combination Provision of bus lanes suitable site layouts to allow bus penetration, lay bys, bus stops/shelters and information displays Provision of Bus priority measures to ensure a reliable and efficient service
Public Transport (Rail)	Is there a genuine railway option to meet transport needs to serve the site? What facilities or improvements are required to offer an option of railway travel?	Provision or improvement of rail stations and infrastructure Procurement of land for the above Provision of rail/bus interchange and park and ride and associated facilities at appropriate stations
Other Measures	Are there other measures that are required to overcome the transport issues related to the site? What specific measures are required to mitigate the effects of substantial development traffic?	Travel Plans Traffic Calming Junction improvements UTMC Speed limit reviews Weight restrictions Provision of new accesses or roads justified as part of a multi modal approach and/or to provide environmental benefits

The main town centre uses to which this policy statement applies are: retail (including warehouse clubs and factory outlets); leisure, entertainment facilities, and intensive sport and recreation uses (including cinemas restaurants drive through restaurants

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bars and pubs, night clubs, casinos, health and fitness centres indoor bowling centres and bingo halls); offices both commercial and those of public bodies; arts culture and tourism (theatres museums galleries and concert halls hotels and conference facilities) In addition housing will be an important element in most mixed use, multi storey developments.

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Network Management Duty Strategy 7

Introduction

Making the best use of our current road network is important for both economic vitality and society in general. Roads facilitate the movement of goods and services and provide access to homes and businesses. They also provide the routes for supplying an increasing number of services that modern society demands.

The Vision that Warwickshire has for its road network is one on which people travel safely, with reliable journey times and that they have the best available information to ensure that they can make informed choices as to how they will travel in and through Warwickshire.

The Government, in its White Paper 'The Future for Transport: A Network for 2030' set out its vision for better management of the network:

"We need a transport network that can meet the challenges of a growing economy and the increasing demand for travel, but can also achieve our environmental objectives."

A better managed transport network will help achieve:

- A more reliable and freer-flowing service on the **road** network for both personal travel and freight, with people able to make informed choices about how and when they travel;
- **Bus** services that are reliable, flexible, convenient and tailored to local needs; and
- **Walking** and **cycling** as a real alternative for local trips.

A key theme that emerged from the DfT document 'Managing our Roads' was that traffic authorities should proactively manage the existing network. The Traffic Management Act (TMA) 2004 contained a new network management duty for all traffic authorities. With effect from January 2005:

"it is the duty of a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

(a) securing the expeditious movement of traffic on the authority's road network; and,

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."

The obligation is a whole authority duty: "anything that effects the flow of traffic" and as part of the duty the authority is required to appoint a Traffic Manager who will be the focus of meeting the requirements of the duty. Warwickshire's Traffic Manager is Keith Davenport.

The Shared Priorities

Tackling Congestion

In tackling congestion, we will look at the way in which we manage the highway network. We need to provide an active and co-ordinated approach to network management. However, the provision of road space in Warwickshire is a finite resource, especially in our historic towns, and the provision of additional space would be environmentally unacceptable to many residents. Therefore, the roads have to be managed more effectively and in a more sustainable manner.

Delivering Accessibility

Warwickshire will seek to improve access to work and leisure facilities by improving the reliability of services through a Bus Punctuality Improvement Partnership with all its bus operators. The Partnership will have a shared objective to achieve measurable improvements in bus punctuality, along with a willingness to use the findings to identify methods of improving the delivery of bus services. We will work to improve travel information to the community and ensure that it is accurate and provides timely information about events and incidents on the road network. We need to make sure this is communicated to the travelling public by a variety of means, such as variable message signs, the Internet, radio and television reports.

Safer Roads

A main objective of the Network Management Duty Strategy is to achieve a clear, consistent and understandable road network. This will facilitate the efficient and safe movement of people and goods whilst protecting and enhancing the quality of life within communities.

Better Air Quality

Good, efficient traffic control reduces delay, which in turn reduces emissions of pollutants at urban speeds. All potentially emerging air quality issues in Warwickshire are related to road traffic in and around the County's town centres and along major commuter arterial routes and junctions.

7 Network Management Duty Strategy

Improving the Environment

A major principal underlying Government policy is sustainability, i.e. balancing the needs of today without compromising the needs of future generations. Transport has an important contributary role, particularly through reducing congestion, improving local environments and encouraging healthier and safer lifestyles.

Everyone who uses our road network has a differing expectation from it. Reliable journeys are important to the majority of people who travel on the network. The utility companies need access to upgrade and maintain their apparatus for benefit of their customers. For everyone, the ability to use the network safely remains the priority. In order that any potential conflicts can be sensitively handled, a co-ordinated and proactive approach to managing the network is necessary.

Core Objective of the Network Management Duty Strategy

Our core objective in implementing the Network Management Duty Strategy is to reduce the impact of traffic on the environment of town centres and residential areas in the main urban areas of the County.

Therefore, key objectives of the Network Management Strategy seek to:

- Reduce the environmental impact of traffic (in terms of its speed, volume and emissions) on environmentally sensitive areas;
- Reduce the impact of traffic on health;
- Design transport infrastructure to be sensitive to its surroundings, whilst still being effective; and
- Ensure that decisions taken regarding transport do not compromise the needs of future generations.

Route Management and Asset Management Plans

The Traffic Management Act 2004 places a duty on all local traffic authorities to manage their road network. The objective of the network management duty is to ensure that all local authorities take action to reduce or minimise congestion while considering the needs of all road users. This implies a road network that is working efficiently without unnecessary delay.

The benefits of better management of the road network are:

- Congestion and pollution is reduced;
- Businesses can operate more efficiently through the quicker and more reliable delivery of goods, provide better customer service etc;
- People are able to access their destinations more easily, saving time and money;
- Public transport can operate more easily, potentially further relieving congestion on the road by maximising the use of the existing network;
- More is made of the investment represented in the existing asset; and,
- The need for more radical solutions is reduced.

In order to manage the road network we need to identify current and future causes of congestion and disruption, and to plan and take action accordingly. A balance needs to be struck between differing users and different road types. Different roads will need different policies and we therefore need to identify different road types throughout the County and develop a clear understanding of the problems faced on different parts of the network. This will allow us to have a structured approach to the allocation of road space on different routes or different types of route. The development of a road hierarchy will also inform a more holistic approach to asset management through efficiencies gained from Transport Asset Management Plans.

Policy NMD 1

Route Management

We will develop a road hierarchy by level of use and by function, and keep it under regular review.

Action Plan

- Set Definition Aims and objectives of a functional road hierarchy: October 2006
- Develop Functional road hierarchy and publish: July 2007
- Monitor effectiveness of hierarchy: July 2008/09/10

Our objectives in creating this hierarchy is to achieve a clear, consistent and understandable road network. This functional road hierarchy will assist in identifying the road network by prioritising transport users, whatever their mode.

Most users of the network do not distinguish between categories of road, they expect reasonable consistency of policy and standards on similar roads which implies that all authorities both national and local should seek to deliver these expectations wherever possible.

The aims of a functional road hierarchy are:

- to obtain the best use of the existing network, through effective design , maintenance and management;
- to minimise any adverse effect of the transport system on the built environment and thereby improve personal health;
- to ensure that the transport system contributes towards improving the efficiency of commerce and industry and the provision of sustainable development in appropriate locations;

Part of the Transport Asset Management Plan would provide a link between maintenance policy and implementation and assist with maintenance inspection frequencies, allocation of resources and safety decisions. This also has a bearing on the planning of highway maintenance in that this should seek to add value wherever possible to other elements of the transport strategy.

Outcomes from developing this hierarchy include:

- Help balance competing demands on the network, i.e. the needs of transport users and non-users;
- Vulnerable roads users and public transport can be prioritised, given more attractive routes in an effort to reduce conflict;
- Safety can be improved by concentrating vehicle movements on the better designed corridors where road junctions are minimised and the potential for conflict is lessened;
- Increases in capacity realised, where incompatible demands for road space are managed by segregating traffic and restricting certain conflicts;
- Assist with the development of planning criteria for each road criteria. Help with development control.
- Assist in development of highway improvement schemes;
- Assist in the development of traffic management schemes, speed limits and traffic calming. These could be used to reinforce the balance between the functions;
- Help with the environmental impacts of traffic, by concentrating traffic on fewer routes designed for smoother flow. This links to the route review work and also the maintenance inspection regime; and,
- Assist in the coordination and management of roadworks, which will help reduce the disruption they cause.

There is duty within the Traffic Management Act that we keep a record of objects placed within the highway, the duty includes any object placed under, over, across, along or upon the street.

Policy NMD 2

Record of Objects

In accordance with national guidance, we will develop a record of objects within the highway and make this available to others via the web.

Air Quality

Air quality across the County is largely good although the need to reduce and manage emissions from vehicles is increasingly important. All of the potentially emerging air quality issues in Warwickshire are related to road traffic in and around the County's town centres and along major commuter arterial routes and junctions. Good, efficient traffic control reduces delay, which in turn reduces emissions of pollutants at urban speeds.

In some locations Air Quality Management Areas have been, or will soon be, declared by the relevant District/Borough Councils due to predicted exceedances of the UK nitrogen dioxide objective. In all of these Air Quality Management Areas road transport is the foremost contributor to elevated air pollution levels and the main factor in exceeding the nitrogen dioxide objective.

The major themes of the Air Quality Strategy are:

- To improve areas with poor air quality and maintain those areas that currently experience good air quality
- To encourage sustainable forms of transport, which reduces reliance on private cars and minimises emissions to air; and
- To promote awareness of alternative travel choices.

The monitoring of air pollution is the responsibility of the Borough/District Councils. However, we acknowledge that traffic is a significant cause of air pollution. We currently have four roadside pollution monitors installed, which are connected to the traffic control system. The data from these pollution monitors can be used to trigger strategies to manage traffic with the aim of reducing pollution levels in the vicinity.

7 Network Management Duty Strategy

We will use a number of traffic management techniques to reduce delays at peak times including the installation of pollution monitors.

Policy NMD 3

Improving Air Quality

We will promote the use of public transport, and alternative modes of transport to the car, especially for shorter journeys. We will aim to reduce vehicle delays on the roads, particularly in areas with existing poor air quality, and encourage freight vehicles to use designated routes.

Policy NMD 4

Air Quality Management Areas

In Air Quality Management Areas where the primary source of pollution is a congested junction, we will seek to install pollution monitors, such that they can be used to manage traffic more effectively and reduce congestion through intelligent Traffic Control Systems.

Management of incremental change on certain routes on the network

Congestion in Warwickshire occurs mostly in peak periods and is limited to certain key routes in the urban areas and to some key junctions on the strategic rural highway network. When compared to larger urban areas congestion in Warwickshire is limited in geographical scope, occurs only at limited times of the day and is substantially removed during school holidays.

The effective management of the road network relies on the collection of accurate and reliable data. Congestion monitoring has been carried out in Warwickshire's main towns each year for the last seven years by carrying out repeated timed journeys on set routes.

A valuable source of data is that collected by the traffic signals. The majority of the County Council's traffic signals are connected to the Urban Traffic Control system. In addition, the Urban Traffic Management and Control (UTMC) demonstrator project in Stratford, which includes a Car Park Management system, Variable Message Signs and Automatic Number Plate Recognition system, will provide data on vehicle flows.

Data will need validation and processing such that it can give an early warning of incidents and unexpectedly high levels of congestion. We need to establish if there are additional information requirements and how the authority can collate this centrally and make it available to stakeholders. The data, once validated, will enable predications to be made through modelling as to the likely effect of traffic growth on various junctions.

We should also seek to encourage, through the transport contracts let by the County Council, that vehicles involved in those contracts are fitted with GPS systems. This will allow vehicles to be monitored and the data gathered and included in the information database for congestion monitoring. The County Council has the opportunity, through its School Links bus fleet, to trial GPS monitoring technology on buses. As the buses are driving set routes on a daily basis, reliable data regarding the conditions experienced on the routes over time can be obtained.

Policy NMD 5

Identifying locations where regular congestion occurs

We will seek to identify locations were regular congestion occurs, regularly review the reasons for the congestion and display the information through GIS. We will also review the network to see where trends and traffic growth could cause congestion in the future and take action to remedy the situation.

An initial assessment of locations where traffic congestion occurs has been made using the existing urban journey time data, and from the interrogation of speed monitoring sites and the accident database. This initial assessment is for both the AM and PM peak periods. A consultation will be undertaken with stakeholders to ensure the accuracy of the assessment.

Land Use Planning

Sustainable patterns of development that reduce the need to travel, along with promotion of more sustainable transport choices and better accessibility to jobs, shops, leisure facilities by public transport walking and cycling can contribute to the integration of land use and transport.

Applications for new development will be considered within a framework that encourages sustainable patterns of development that make better use of land in the existing main settlements in the County.

Policy NMD 6

Land Use Planning

We will promote the principles of sustainable development to encourage measures that offer the most effective and efficient use of resources, to reduce reliance on the car and reduce congestion by ensuring there is a satisfactory provision of public transport services and infrastructure, including safe cycling and walking facilities.

Improvements to Co-ordination

Growth in the economy, the introduction of competition into Statutory Undertakers services and increasing customer demand for services has led to increasing numbers of excavations in the street. There is a heightened potential for conflict between the Undertakers who have statutory right to use the streets, the Highway Authorities that maintain them and those who use them for transport purposes.

We will seek to improve the co-ordination of street works. It will be necessary to put in place a framework that seeks to contribute towards the reduction in inconvenience and disruption to residents, businesses and highway users. A key component is ensuring the traveling public and those who are affected by any works are kept fully informed at all stages.

By the development of a Considerate Contractor Scheme for Warwickshire and a voluntary Code of Good Practice, we would seek to influence the general standard of work and the condition and safety of Warwickshire's highways for the benefit of all stakeholders.

This authority will use a variety of means to support the co-ordination of works and events with external stakeholders. We will, in partnership with the Highways Agency, carry out an annual review of Warwickshire's Detailed Local Operating Agreement with a view to sharing best practice through the agreement. We will continue to work with Midlands Service Improvement Group in identifying areas of best practice around the role of inter-authority operability and also coordination of major incidents and works and events. This authority will continue to take an active role in the West Midlands Traffic Operations Regional Group. As a result of the inaugural TORG meeting a West Midlands (Shires and Unitary) Traffic Managers Forum has been established with the first meeting being held in Stafford on 7 December 2005. The Group, which represents the Traffic Managers from City of Stoke-on-Trent Council, Herefordshire Council, Shropshire County Council, Staffordshire County Council, Telford and Wrekin Council, Warwickshire County Council and Worcestershire County Council has agreed to operate together with an initial common goal:

"to improve the West Midlands regional approach to fulfilling the Network Management Duty"

To do this we have already identified the initial areas which we will act on or improve:

- Assist in guiding and shaping the role of the West Midlands Traffic Operations Group.
- Share best practice, and performance information, across the members of the group to improve the approach to implementing the Traffic Management Act 2004.
- To provide regional consistency and develop agreed frameworks to ensure the fulfilment of the Network Management Duty.
- To share information on the causes of congestion, and the proposed solutions, and the setting of network hierarchies in each authority.
- To guide authority's approaches to network resilience.
- To share the information provided to the public through the individual authority's web site by providing hyperlinks.
- To share information on how each authority is developing its organisation, the role of Traffic Manager, to meet the new demands of the Network Management Duty.

This authority will continue to take an active role in the West Midlands Regional Highways Authorities and Utilities Committee to achieve a consistency of approach to all and to discuss matters on a regional basis.

7 Network Management Duty Strategy

This authority has developed a database register of its own roadworks for co-ordination purposes. This information is also entered on to a Central Street works Register so that day-to-day conflicts can be resolved and longer term co-ordination carried out. The database is made available to all internal works promoters in order that all are aware of each other's works programmes. The registering of all our works in a central register is important for monitoring purposes to ensure parity between this authority and the utility companies working in our area.

We will continue to hold quarterly co-ordination meetings in accordance with Best Practice in streetworks guidance, to enable effective planning of utilities and our own works. Local co-ordination meetings are not only for the purpose of meeting the statutory functions as prescribed under Sections 56, 59 and 60 of the New Roads and Streetworks Act, but also to promote good working partnership's between all parties with an interest in the Warwickshire road network. In order to meet the requirements for effective co-ordination and Best Practice, there is a requirement to provide an appropriate co-ordination structure, a timetable for administration tasks and a format and method for presenting information.

Co-ordination is a continuing process and continued good liaison is essential to ensure the speedy resolution of outstanding matters. All this information is on a co-ordination page on the Warwickshire County Council website and is made easily accessible to all those that need to use it.

We will aim to achieve better management and co-ordination of works and events affecting the highway and we will also aim to reduce the time that temporary works are present in the highway by such methods as increased working hours and weekend working.

Through effective planning and control the County Council will aim to minimise the disruption and congestion caused by its own works in the highway.

We will be proactive in the co-ordination and direction of both street works and works for road purposes. We will develop an action plan based on the following:

- Check all incoming street works notifications for obvious inaccuracies;
- Check all incoming street works notifications for possible co-ordination issues or possible changes to construction methods;
- Hold regular quarterly co-ordination meetings with all works promoters in their area;
- Challenge incoming street works notifications where it is considered that the duration of the works is not appropriate;
- Issue directions, where appropriate, for carrying out work at less disruptive times;
- Challenge revised duration estimates on-street works notifications, if appropriate;
- Check that completion of works on site data is as notified;
- Require that all temporary traffic control, especially temporary traffic signals, be only used where and when necessary. Temporary traffic signals should either be vehicular activated or, at appropriate times, be operated manually; and
- Require information signing at work sites to advise the public in advance of the commencement of work.

Planned Events

One of the main causes of congestion is a planned event, such as Mop Fairs, carnivals, concerts and street markets. We need to establish effective event planning and a management process that takes into account planned roadworks. A plan needs to be prepared that will identify the likely impact of the event and level of on-going management required. For regular events a review should be undertaken on the completion of that event with a view to updating the plan and management arrangements.

There are a number events that occur within Warwickshire for which there are well established multi-agency co-ordinating groups set up to carry out effective event planning.

Examples of such events include:

- The Royal Show at Stoneleigh Park;
- The Town and Country Festival at Stoneleigh Park;
- Pop concerts;
- The Bulldog Bash motorcycle event at Long Marston;
- Gods Kitchen Dance Event at Long Marston;
- Events at Warwick Castle and Ragley Hall near Alcester;
- The Mop Fairs in Stratford and Warwick;
- The Forest of Arden British Masters Golf event;
- Warwick Cycle Races and,
- The Warwick Victorian Evening.

Network Management Duty Strategy 7

> ## Policy NMD 7
>
> Improvements to Co-ordination (1)
>
> We will develop a Considerate Contractor Scheme for Warwickshire and a voluntary Code of Good Practice for road works.

> ## Policy NMD 8
>
> Co-ordination of works
>
> We will take a proactive approach to the co-ordination of highway works and implement an agreed action plan.

As part of the Traffic Management Act, there is a new requirement to have a register, which will record all skips and scaffolding licences such that their effect can be co-ordinated through the Street Works Register.

> ## Policy NMD 9
>
> Improvements to Co-ordination (2)
>
> We will develop a GIS based register to co-ordinate utilities work, road works, planned events and other items that will take capacity out of the network (such as skips and scaffolding).

This information will be made available via the web and will ideally be in a format that is of use to adjoining Highway Authorities, utility companies, national agencies, utilities' contractors and adjoining authorities.

The Traffic Management Act 2004 introduces the new concept of a permit schemes for anyone wishing to carry out works on the network. Anyone wishing to have permission to carry out works within the highway will need to have a permit to do so. This not only will cover work carried out by the utilities but also that carried the County Council. The permit can have a number of conditions attached, such as start date, space occupied by the works and also any over run of the works will be the subject of fines.

> ## Policy NMD 10
>
> Improvements to Co-ordination (3)
>
> In accordance with National Guidance, we will develop a permit scheme for Warwickshire.

Working with the Highways Agency

The Highways Agency has identified two keys junctions within Warwickshire, Tollbar End and Junction 15 of the M40, for improvement during the duration of the LTP.

The A45 / A46 Tollbar End Junction Improvement Scheme will grade separate the existing Tollbar roundabout and provide additional road capacity between Tollbar and Stivichall junctions.

In 2002, approximately 70,000 vehicles per day, of which one in ten are HGV's, used Junction 15 of the M40. A combination of factors relating to junction geometry and vehicle destinations results in severe delays and congestion. The main scheme objectives are to provide relief from congestion, which will significantly reduce the risk of shunt style accidents on the M40 and A46, and improve vehicle accessibility and journey times through the junction, onto the A46 and to Warwick.

We will continue to work with the Highways Agency to develop robust Traffic Management Plans that mitigate the effect of additional traffic on Warwickshire's road network.

7 Network Management Duty Strategy

Improvements to Walking and Cycling through network management.

We need to ensure that the quality of the cycling and walking environment is reassuringly attractive. This can be achieved by a reduction in car use in Warwickshire's towns, a reduction in congestion and improvements to air quality.

Given that the existing highway network forms much of the pedestrian and cycle network, we will need to place more emphasis on the contribution that the improved co-ordination of works within the highway can make towards improving the walking environment, particularly given the low public satisfaction with footway conditions revealed by a recent Mori poll.

One of the barriers to people choosing to walk or cycle is concern over safety. We can build on the safety improvements made in response to road accidents by improving the cycling and walking environment.

A main objective for the Network Management Strategy is to improve the cycling and walking environment thereby encouraging greater levels of walking for short journeys, particularly to town centres, workplaces, schools and public transport interchanges.

Policy NMD 11

Improvements to Walking and Cycling through network management

Through the action plans for co-ordination of highway works and in accordance with National Guidance:

- we will ensure that the safety and protection of works is carried out to a very high standard;
- we will ensure that full courtesy and consideration is given to all road user especially pedestrian and cyclists; and
- that first-time permanent, quality reinstatements are used in order to maintain the condition of the highway and minimise disruption and inconvenience to all road users.

Intelligent Transport Systems Strategy

The main objective of the ITS Strategy is t**o "provide reliable travel information to users**". This will allow the public to make informed choices about their journey, the route they take and how they make that journey. The information will be made available on the Internet, on Variable Message Signs, by SMS text messaging, in bus shelters and at modal interchanges, and in hard copy format.

The ITS Strategy seeks to plan the expansion of the current ITS systems to other parts of Warwickshire, and to introduce the use of new ITS systems in a co-ordinated manner. The use of ITS tools will support the normal day-to-day management and help forecast likely congestion from events, works and incidents on the road network.

The information will include car park occupancy, tariffs and general information; current and forecast congestion; journey times; bus arrival/departure times; current and planned roadworks; and air quality.

A key component in the management of the information is that it is needed in a common database supported on a GIS system. This would allow quick and easy interrogation, such that it enables immediate decisions to be made or as a forecasting tool to plan future works or manage incidents.

Provision of travel information to road users and the community

Priority Service Outcome (PSO) G14 requires the County Council to provide **GIS-based presentation of information on roadworks in the local area, including contact details, and be updated daily.** The provision of accurate and timely information about events and incidents on the road network is a valuable source of travel information. We need to ensure this is communicated to the travelling public by a variety of means.

Warwickshire County Council is a member of the EMPReSS community, which enables the transfer of all the notices that this authority holds on the streetworks register to the site. This is held on the system as a spatial dataset; both actual and programmed works are displayed. The system allows for a seamless service without the user needing to be concerned with the change of service provider at authority boundaries. This is particularly important with streetworks where the travelling public are concerned with access along a route irrespective of authority boundaries. Adjoining authorities, Northamptonshire and Leicestershire are part of the project. In addition, Berkshire and Oxfordshire are in the process of joining the system. It is also expected that the Highways Agency through the National Traffic Control, will join enabling the transfer of information between this authority and the HA to be carried out via the EMPReSS system.

This authority has undertaken a significant amount of work on updating the current Level 1 National Street Gazetteer to Level 3, such that we will have this submitted by October 2006. This will also be made available via EMPReSS system.

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Policy NMD 12

Information to Travelers

We will provide traffic and travel information on Warwickshire County Council's own website by linking this to the EMPReSS site. This will also include details of works that are anticipated to cause disruption to traffic.

Policy NMD 13

Intelligent Transport Systems

As the need to share information with stakeholders becomes increasingly important, we will develop a business case for an ICT solution to link the disparate Traffic, Highway and Transport information databases so that information can be presented and disseminated to users of the highway in a single place and in a consistent format. The vision for this is of a countywide network management system that integrates our entire asset data regardless of how or where it is stored, such that we can retain existing applications yet benefit from a single corporate view of our network and associated assets. This will involve the bringing together the following datasets: street works, traffic flows, accident analysis, CCTV cameras for the monitoring of traffic incidents, congestion, car park monitoring and linked to Urban Traffic Management and Control Systems for all urban areas.

Managing parking and other traffic regulations

The road network has changed over the years due to changes in traffic flow or developments that have taken place within the locality. We need to challenge the relevance of a number of the Traffic Regulation Orders (TRO) currently in place on the road network, especially those related to the loading and unloading of vehicles within town centres. Ensuring that there is effective enforcement of parking regulations will reduce the incidence of illegally parked cars causing congestion. It will also encourage the use of off-street car parks thereby reducing the amount of circulatory traffic in town centres and improve access for service vehicles to town centres. An essential element in the management of TROs will be the Management Systems and processes that are put in place.

A countywide system for Traffic Regulation Order management has been be developed that shares information with other stakeholders and partners. The system handles the full life cycle of Traffic Regulation Order management from initial request through to enactment of the order.

This system also supports the ongoing implementation of Decriminalised Parking Enforcement throughout the County and gives a common database essential for consistency when providing evidence to the National Parking Adjudication Service when considering appeals.

Policy NMD 14

Managing Parking (1)

We will implement Decriminalised Parking Enforcement across the County, combined with reviews of Traffic Regulation Orders in order to ensure their adequacy, appropriateness and relevance.

Drivers circulating within town centres searching for car parking spaces can generate unnecessary congestion. Significant traffic management benefits can be achieved by the introduction of charges for on-street parking such that it is cheaper to park in off-street car parks. This will encourage use of the off-street car parks and ensure that the on-street spaces are better utilised and have a greater turnover, thereby reducing circulating traffic. This is especially important in our historic town centres.

To assist drivers in locating the available off-street car parking spaces a comprehensive system of car park management needs to be installed within each of the urban areas. The Urban Traffic Management and Control (UTMC) demonstrator project in Stratford includes a Car Park Management system, Variable Message Signs and Automatic Number Plate Recognition system which was funded through the 2000 – 2004 Local Transport Plan. The purpose of the UTMC project is to integrate various tools

7 Network Management Duty Strategy

via a common database which enables the sharing of information between applications and information to be provided to network managers, other organisations and the public. The UTMC infrastructure provides a good base for the expansion of car park management in Warwickshire.

Policy NMD 15

Managing Parking (2)

To assist drivers in locating off-street car parking spaces, we will introduce a comprehensive system of car park management within each of the main urban areas of Warwickshire as resources permit.

Enforcing Moving Traffic Regulations

If there is evidence that moving traffic offences are causing congestion, environmental intrusion or are detrimental to road safety, we will consider using powers in the Traffic Management Act to achieve better enforcement of such offences through decriminalisation of the offences.

Policy NMD 16

Enforcing road traffic regulations

We will carry out a study into the operational and financial implications of the County and District Councils jointly carrying out the Civil Enforcement of moving traffic offences.

Service Traffic

The County Council will continue to work with the freight industry through the Freight Quality Partnership for Warwickshire, to recognise the needs of goods vehicles in the management of the highway network. Through the partnership we will:

- Promote the use of a defined and agreed 24 hour lorry route network, including producing a map for distribution within the road haulage industry;
- Seek to establish a zoning system in each urban area so that signage can be introduced to direct HGVs to industrial estates and town centres via the best routes;
- Seek to control HGV movements through or near environmentally sensitive areas;
- Define and enforce delivery times in town centres;
- Provide enforcement of parking restrictions to protect delivery access for lorries and HGVs;
- Review parking and loading restrictions to identify opportunities to address problems for delivery vehicles, particularly where front-only access exists;
- Ensure that reasonable access for HGVs is maintained in connection with measures for their control and restriction; and
- Explore the possibility of developing an urban area 'consolidation centre' for the transfer of goods from HGVs to smaller vehicles for final distribution.

Policy NMD 17

Accommodating essential servicing traffic

Through the work of Warwickshire Freight Quality Partnership we will seek to ensure Best Practice is followed by industry and that congestion is reduced through a better managed road network for delivery vehicles.

Reviews of the network

Any review of traffic signs, road markings and signal timings, are currently ad-hoc, with this being carried out as a result of requests received from various road users. To gain the most benefit from a systematic approach, reviews should be carried out every three years. This is especially important for isolated traffic signal junctions with adaptive controls, which can lose some of their efficiency over time. The reviews should take the opportunity to simplify traffic signs and reduce street clutter.

To improve the reporting of defects and equipment faults, we need to establish a well publicised reporting and repair process from a single customer contact centre, which deals with all aspects of highway faults.

Policy NMD 18

Regular reviews of the network

We will establish a system of regular reviews of the road network to ensure that traffic signs, road markings and traffic signal timings are appropriate and well maintained.

Working with the Police and other stakeholders

The nature of incidents is that they happen unexpectedly and, although they can be very minor, have a very large impact on the road network with effects that are difficult to deal with.

We will need to develop processes that identify incidents and deal with them promptly and efficiently including the use of up-to-date data and traffic models from which predictions can be made as to the likely impact of various incidents on the network. The predictions can be used in the setting of contingency plans for various scenarios.

Common requirements of an incident management system are:

- Normal day-to-day management; and,
- Contingency planning for accidents and regular events.

A key component in dealing with incidents is procedures put in place with the Police who will be the lead agency. We need to support the Police in the management of the incident and the effect the incident has on the road network. In order that robust procedures are put into place a multi-agency workshop has taken place with a view to preparing generic procedures for dealing with different types of incidents on different parts of the road network. It has been agreed that all authorities within the decision-making process will use these.

Policy NMD 19

Working with stakeholders

We will work in partnership with the Police and other stakeholders in developing robust contingency plans to deal with planned and unplanned events and incidents that occur on the highway.

Bus operators

We need to work more closely with the bus operators in order to help public transport operate more easily, thereby relieving congestion by maximising the use of the existing network. It is the intention of this authority to have entered into a Bus Punctuality Improvement Partnership with all the operators by the end of December 2006. The basis on which these partnerships will work is one of encouraging a participative joint approach to the identification of problems and solutions. The partnership will have a shared objective to achieve measurable improvements in bus punctuality, along with a willingness to use the findings to identify methods of improving the delivery of bus services. Key to this will be the predictability of journey times. Within the partnership there will be a methodology for each party to measure performance and set targets for improvements.

Policy NMD 20

Bus operators

We will work in partnership with all bus operators who operate bus services with Warwickshire and develop Bus Punctuality Improvement Plans by December 2006. It is to be expected that by February 2006 we will have in place a Bus Punctuality Partnership Agreement with Stagecoach.   Stagecoach is a major operator of bus services within the County (possibly operating 80% of the services within or through Warwickshire). This agreement will include a mutually agreed improvement plan. It is through the use of these improvement plans we will establish a baseline position for bus punctuality in 2005/2006. A target will be set once this baseline is known.

7 Network Management Duty Strategy

Monitoring, Targets and Indicators

The Network Management Duty Strategy has identified a number of desired outcomes that will need to be monitored. The monitoring will be an important part of the management and control process. Progress against the desired actions and standards will be reviewed on a regular basis to make certain that action plans contained within the strategy are achieving the desired outcomes.

Identify locations where regular congestion occurs

An initial assessment has been made of the locations where traffic congestion occurs using the existing urban journey time data, the interrogation of speed monitoring sites and the accident database. This initial assessment is for both the AM and PM peak periods. A consultation will be undertaken with stakeholders to ensure the accuracy of the assessment. This will be reviewed annually.

When proposed changes to the New Roads and Streetworks Act 1991, have been introduced and for co-ordination purposes, all highway works will be a registerable activity and it will be necessary to ensure parity between works undertaken by a utility and those by the highway authority. The way to achieve fair comparison is to develop Key Performance Indicators (KPI) to measure local highway authority performance. This will be integral to the local traffic authority meeting its obligations under the Network Management Duty.

This authority currently has a system that records most works that are carried out within the highway, this system is to be developed further such that all highway works will be notified via an EtoN interface. Once that is achieved, performance could be measured under shadow control arrangements. We intend to carry out monitoring under the following headings:

- Proportion of those works that did not require notice variation;

- Proportion of those works that complied with notice information;

- Proportion of those works which were subject to Fixed Penalty Notices, and which type of notice failure led to FPN; and,

- Proportion of those works that were subject to s.74 charges for prolonged occupation of the highway, and the average level of charge by category of work.

The performance of the Network Management Duty Strategy will contribute towards targets that have been set in other areas of the LTP as follows:

Bus passenger journeys - to increase the number of bus passenger journeys by 5%;

Bus satisfaction - to increase satisfaction levels for all bus services by 8%;

Bus punctuality - punctuality for all services to based on a baseline yet to be determined;

Cycling - to achieve the same number of journeys undertaken by cycle in 2003/04; and,

Air Quality - to reduce the number of exceedances of the National Air Quality Standards in Warwickshire between 2005 and 2010.

Highway Maintenance Strategy 8

Introduction

This strategy (and the phrase "highway network" when used within this strategy) specifically excludes non-tarmac routes on the public rights of way network, which are managed separately.

Why do we maintain the network?

The highway network is maintained to ensure:

- That it is kept in a safe condition for all types of road user; and
- That the asset value is maintained.

Also, during maintenance operations, it is sometimes appropriate to upgrade the network particularly when this improves safety or, in the case of streetlights, when this is likely to reduce crime or fear of crime.

Road users

Road users can be categorised by mode of travel including:

- Pedestrians, including those with impaired mobility or sight;
- Cyclists;
- Horses;
- Public Transport Vehicles;
- Motorcyclists;
- Cars and vans; and
- Heavy Goods Vehicles.

Road users can also be categorised by reason for travelling including:

- Travel to work;
- Travel to school, or other education establishments;
- Travel to shops;
- Leisure;
- Socialising, particularly by adult pedestrians;
- Playing, particularly by children;
- Tourism;
- Business; and
- Transporting goods and delivering to businesses, shops and houses.

In addition, the road network, particularly in urban areas is used extensively for parking.

What users want

The highway maintenance activities need to take account of all types of user and policies have been developed to ensure that, as far as is possible, the needs of all users are met. The main requirements of users are networks which:

- Are free from dangerous surface defects such as potholes or uneven surfaces;
- Are free from ponding water;
- Are free from branches and vegetation which reduce visibility or which overhang and cause an obstruction;
- Have non skidding surfaces;
- Are free of ice and snow; and
- Can be used without fear of crime.

Users are also helped by signs, lines, studs and lighting, which improve safety, or by signs that provide directions.

Other requirements of users and residents include:

- Roads and pavements free from obstructions which prevent reasonable use of the highway;
- Minimal delays from roadworks;
- Road surfaces which are quiet;
- A highway environment which is attractive; and
- Verges free from injurious weeds particularly Ragwort, which can harm horses.

8 Highway Maintenance Strategy

> ### Policy HM 1
>
> The County Council will aim to take account of all highway network users within its highway maintenance services.

How Policies are Developed

Warwickshire County Council has used, and continues to use, a variety of methods to ensure we identify the most appropriate and economic ways to maintain the highway network. The main processes are described in the following sections

Historic approach

In the 1970's Warwickshire was one of the first authorities to introduce condition assessments for all of its carriageways. The assessment systems have changed over the years but the results have helped to ensure that structural maintenance money has been targeted at the most appropriate roads. The assessments have also enabled us to monitor the success of different maintenance regimes.

Warwickshire County Council has also allowed a high degree of flexibility in the maintenance budget. This has allowed new maintenance approaches to be tried and, more recently, has allowed money to be spent on the roads most in need of treatment even if these are predominantly in one area of the County.

To help ensure that maintenance money was spent appropriately a countywide Warwickshire maintenance policy was produced in 1993.

> ### Policy HM 2
>
> The County Council will continue to use a variety of methods to ensure that the highway network is maintained in the most appropriate and economic way.

Materials Policy

Warwickshire County Council has traditionally worked closely with the quarries and with the construction industry to identify the most appropriate highway construction materials. This activity has included the trialling and development of new highway construction products. An example is the Medium Temperature Rolled Asphalt surfacing first used in Warwickshire in 1978 which is now a British Standard product and is due to be introduced into a European Standard. Another example of an appropriate material is the Warwickshire free draining capping layer which has been found to extend the life of new roads and which is based on locally available stone.

Charles Catt, a materials consultant has helped us over the years, in identifying the best highway construction products. He is a materials expert who sits on British and European Standards Committees. He has recently helped us review the Warwickshire materials policy to ensure it continues to be up to date. His advice has helped to ensure we always use the most cost effective materials in our maintenance operations, and that we carry out appropriate trials of newly available materials.

> ### Policy HM 3
>
> The County Council will work with local quarries and the construction industry to identify the most appropriate highway construction materials.

Best Value

Warwickshire was a Best Value Pilot Authority and a review of the highway maintenance activities began even before the Best Value legislation came into force. All aspects of policy and service delivery were reviewed over a period of 3 years. Improvement plans were drawn up and these have been updated annually as the improvements have been introduced.

In 2002 an Audit Commission review concluded that Warwickshire provided a Good (two star) maintenance service with promising prospects for improvement. Our aim is to achieve a three star rating and to be seen as one of the pioneering authorities in achieving value for money in the highway maintenance service.

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Policy HM 4

The County Council will continue to apply the principles of value for money in all its highway maintenance services, and will seek to achieve a three star Best Value rating for the Authority.

Maintenance Policy and Asset Management Plan

The maintenance activities in Warwickshire are carried out in accordance with the published Highway Maintenance Policy (latest edition April 2002) and the Annual Maintenance Plan. These set out the way in which the network is being maintained; list the planned maintenance work in the County for the year ahead and list the roads where maintenance work will be required in future years.

The Highway Maintenance Policy was last reviewed as a consequence of a Best Value Review. Warwickshire is now developing a Transport Asset Management Plan (TAMP) and each section of the maintenance policy is being looked at again to see where improvements can be made in ensuring maintenance money is spent in the most effective way.

Policy HM 5

As part of the development of the Warwickshire Transport Asset Management Plan (TAMP), the County Council will review its maintenance policy in order to identify where further improvements can be made, particularly in achieving value for money.

How we ensure continuous improvement

Warwickshire County Council is keen to ensure continuous improvement in the highway maintenance activities. We propose to achieve this by regularly reviewing the service levels and by working with our contractor to identify the most efficient and effective ways to deliver the service. We are also identifying and developing performance indicators, which will be used to monitor success.

Public Satisfaction Surveys

We undertake customer satisfaction surveys to help us understand the needs of residents and other road users. General satisfaction surveys are carried out every two years. MORI helped us develop our first survey in 1999. This was repeated in 2000, in 2002 and 2004.

Where it has been possible to compare our results with others, satisfaction with highway maintenance services in Warwickshire appears to be higher than the average results from similar authorities.

We have set targets for improving the levels of public satisfaction particularly with the lower rated services such as rural carriageways and drainage. Our initial targets set in 2002, to be achieved by 2010, now look over-ambitious and are unlikely to be achieved without spending considerably more money than is likely to be available.

Monitoring public satisfaction will help us target spend on the areas which cause the public most concern. We have identified parts of the service, such as footway condition and drainage, where we feel we still need to know more about residents' expectations. Further surveys are taking place to give us this information.

We also carry out satisfaction surveys after maintenance work has taken place to identify any unresolved problems. The feedback from these surveys is used to identify improvements that can be made in the service delivery processes.

Policy HM 6

The County Council will undertake regular customer satisfaction surveys to help understand the needs of residents and other road users. Satisfaction surveys will be carried out after maintenance work has been undertaken to identify any unresolved problems.

8 Highway Maintenance Strategy

Streetscape Index

An innovative approach to assessing town centre environments has recently been adopted by Warwickshire. It has been recognised that town centre shopping areas need to be attractive places to encourage people to visit them. From economic and sustainable points of view it is better if people shop at their local centres rather than travelling to other towns or cities outside the county.

As a result a Streetscape Index has been developed which measures the attractiveness of town centres on a variety of factors including the condition of pavements, carriageways, street furniture etc. Targets are set for improvements to the index over time for all of the town centres in Warwickshire.

> ### Policy HM 7
>
> Through improvements to the quality and condition of pavements, carriageways and street furniture, the County Council will aim to meet the targets which it has set for improving the Streetscape Index for all town centres in Warwickshire.

Sustainable Development

Sustainable development issues influence the maintenance policies and activities. The maintenance policies take account of: the need to reduce casualties; to promote more sustainable forms of transport such as cycling and walking and to reduce crime and fear of crime.

Where maintenance needs to be carried out, the general objectives are to ensure:

- A reduction in the volume of waste material produced from roadworks particularly by reducing the amount of reconstruction and patching;
- Working towards a target of zero waste to landfill; and
- Reducing energy used by the maintenance operations.

There are also environmental considerations that are becoming increasingly important to the public which need to be taken into account in the maintenance policies. These include:

- Improving the environment, particularly in town centres, as measured by the streetscape index;
- Where traffic volumes are high, providing road surfaces which reduce noise; and
- Where properties are close to the road, providing surfaces that reduce vibrations.

> ### Policy HM 8
>
> The County Council will aim to undertake all of its highway maintenance work within the context of the principles of sustainability and environmental protection.

Highway Maintenance Contract

An improvement activity identified in the Highway Maintenance Best Value Review was the introduction of a new maintenance-partnering contract. A target price pain gain contract with continuous improvement began in May 2004. The contract, awarded to Carillion plc covers all of the highway maintenance activities and requires Warwickshire County Council and Carillion to work together, during the seven years of the contract to ensure value for money. This is to be achieved through the identification and elimination of all forms of waste, which causes unnecessary cost.

We believe that this is the first time that highway maintenance has been included in such a contract although we know of at least one other Council who has now prepared a similar contract.

> ### Policy HM 9
>
> The County Council will work in partnership with its highway maintenance contractor (Carillion plc) to achieve continuous improvement in all highway maintenance activities. In conjunction with the highway maintenance contractor the County Council will regularly review its service levels and identify improvements to the delivery of the service.

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Benchmarking

To help ensure that the highway maintenance money is spent in the best possible way, we undertake benchmarking with other authorities. We were a founder member of the Midlands Best Value Group, which is now the Midlands Service Improvement Group (MSIG), and we participate in the meetings of the County Surveyors Society Best Value Group.

The activities being benchmarked through MSIG include Structural Maintenance, Street Lighting, Winter Maintenance, Insurance Claims and New Roads and Streetworks Act activity. The MSIG Structural Maintenance Group recently commissioned OPUS consultants to help participating authorities develop their asset management plans.

By identifying best practice the benchmarking activity helps with the development and revision of policy and the identification of better management practices. A major change in policy in recent years resulting from our benchmarking activity involved increasing our surface dressing budget to ensure we treated roads before they deteriorated and needed a more expensive maintenance treatment.

Policy HM 10

The County Council will use benchmarking with other local authorities and the Highways Agency to identify best value/practice in utilising highway maintenance resources.

Structural Maintenance Activities

Structural Maintenance includes planned surfacing, reconstruction, surface dressing and slurry sealing activities.

Principal Road Carriageways

Best Value Performance Indicator 223 shows that there are a lower percentage of principal roads in Warwickshire in need of repair than in other similar authorities. There are believed to be two main reasons for this:

- Warwickshire has always invested in its principal road network, particularly by overlaying the rural principal roads; and
- A number of principal roads were formerly Trunk Roads that were in good condition when they were transferred into Warwickshire's responsibility.

Although our Best Value performance indicator may be relatively low we still believe it is necessary to keep up the investment in the network. The condition indicator suggests that at least 28km of the network is in need of treatment. At present we believe that we need to be treating at least 6 km of the network each year and that the average length treated should be higher.

The problem we have in identifying exactly how many roads we should be treating in future years is due to the uncertainty of how roads will deteriorate. An examination of the list of principal road maintenance schemes in the 2000 LTP shows that some roads on the list have not deteriorated in the intervening years to require treatment while other roads not on the list have needed to be treated. As a result our policy will be to review the condition of all the principal roads each year to help us decide which roads require treatment. To help in this we will also draw up a list of all sections of road which the surveys indicate have defects and develop methods of charting their rate of deterioration over time (this process should be made easier when the results from the new SCANNER survey are available)

Non-Principal Road Carriageways

The latest results from the condition surveys, which provide the Best Value Performance Indicators BVPI 224a and 224b, are that about 17% of the network has surface defects above the indicator threshold. This represents about 550 km of the network.

It is clear that there is a difference between the condition of the urban and rural non-principal roads in Warwickshire. This is primarily because most urban roads have been constructed to standards that anticipated their use by modern vehicles. They have stone foundations and several layers of blacktop surfacing. Many of the rural roads in Warwickshire began as stone tracks and, although over the years most have had some surfacing added, this was often no more than surface dressing. Many non-principal roads in the county still have less than 50mm of blacktop over a stone foundation.

Rural Roads

For the past 15 years there has been a policy of upgrading rural roads by adding extra blacktop surfacing. Without the upgrading roads needed to be patched and surface dressed about every 7 years. Our aim has been to add sufficient blacktop to roads to increase their life to at least 20 years (with a surface dressing required after about 10 years). Our surfacing records, which now go back 20 years, show that there have only been a few roads which have required further treatment before the 20 years and these have all deteriorated as a result of settlement in dry periods.

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Our present target is to upgrade at least 50 km of non-principal rural roads each year. In 2004/05 £2 million of Prudential Borrowing was used to increase the length of road which could be treated. This has allowed us to ensure that roads with severe settlement were restored to a smooth surface.

There is some uncertainty about whether upgrading 50 km of road a year is sufficient to deal with the backlog of maintenance work. 50 Km represents about 1/35th of the rural road network. A five-year list of roads in need of treatment was drawn up in 2003. This was updated in 2004. As part of the development of the Warwickshire TAMP it is proposed to extend this list to include roads that are expected to need treatment in the next 10 years.

Over the years there has been a steady increase in the amount of traffic on the minor rural roads. This has been caused by: Increases in farm machinery; increasing numbers of rural businesses; growth in the numbers of people living in rural areas and growth in tourism. These increases in traffic have caused the edges of a number of narrow rural roads to deteriorate. When verge widths allow such roads can be widened to upgrade them so that they can be used safely by modern traffic. However, where the verge is used for widening of the carriageway, if possible, provision should be made for non-motorised users who may previously have used the verge.

At present Warwickshire upgrades about 5km of narrow rural roads each year. Roads are treated when road edges have deteriorated to a stage that they are considered to be a danger to the travelling public. The process of widening these roads is expensive compared to resurfacing and so the length of road that can be treated annually is limited.

A list of roads that may require this treatment in the next 5 years has been drawn up. As part of the development of the Warwickshire TAMP this will be extended to include those roads likely to need treatment in the next 10 years.

Urban Roads

Most urban non-principal carriageways in Warwickshire require little more than timely surface dressing to keep them in a serviceable condition. There are, within each urban area, roads that are showing signs of structural failure. These are generally on routes to industrial estates. A list of these roads has been produced and is updated annually.

It has been identified in our new materials policy that, due to recent developments in materials, 20 mm overlays may be a more cost effective treatment than surface dressing on older urban roads. This process will therefore be trialled.

As part of the development of the Warwickshire TAMP we will draw up an age profile of the urban non principal roads to help us predict future maintenance needs.

Footway Maintenance

It is estimated that there are 4000km of footways in Warwickshire. It is believed that most new footways, as long as they are slurry sealed after about 20 years, should last for at least 40 years before requiring overlaying or reconstructing. In town centres footways tend to be upgraded about every 15 years to improve the environment for pedestrians. The life of block paved or slab footways in town centres is also reduced by constant utility works.

Warwickshire County Council regularly reviews the condition of all footways and undertakes maintenance work on those whose condition is likely to cause problems for regular users. Work programmes take account of the numbers of people using footways and the fact that old people are less able to cope with uneven surfaces than young people. Although there are no known adverse trends in the numbers of trips on footways there are several reasons to believe that there will be a need in the future to improve the overall condition of the footway network. These are:

- Levels of satisfaction with footway condition are lower than for the condition of urban carriageways;
- With the population aging there will be more people in the future who are less able to cope with any uneven paths; and
- Warwickshire County Council is keen to improve conditions for pedestrians to encourage walking rather than using the car (to increase fitness and reduce pollution and congestion)

To help us identify exactly how improved footway maintenance can be most effective we need to know exactly what it is about the footway network that people are unhappy about. It might be uneven surfaces but it could also be: poor drainage which cause puddles in wet weather; cars parked on footways; high vehicle speeds on carriageways leading to a feeling of danger; vehicle noise or fumes or poor street scene. We will carry out surveys to establish exactly what we need to do to improve satisfaction and to encourage walking on existing footways.

We also propose, as part of the development of the Warwickshire TAMP, to draw up an age profile of all footways to help us predict future maintenance needs.

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Key Pedestrian Routes

Warwickshire has one of the highest figures for Best Value Performance Indicator 187 Condition of Footways (with this Indicator a high score equates to poor performance). The footways that Warwickshire includes in this survey are primarily the town centre footways, which represent about 1% of the total footway network. There are a number of reasons for our high BVPI result:

- Many of our town centre footways were laid with block paving in the 1980's. These are probably coming to the end of their life;
- Redevelopment work and the actions of the utilities have affected the condition of footways particularly in Leamington Spa and Nuneaton; and
- Old historic stone setts, paving and kerbs, such as those found on footways in the centre of Stratford-upon-Avon, are often inherently uneven and, unless they are replaced, they will not conform to the survey requirements of BVPI 187.

Improvements to footways in town centres are proposed in the next few years. For instance 2-3 km of the footways in Leamington Spa town centre will be relayed in 2005 in conjunction with the Leamington Town Centre Improvement Project. Other actions to be taken include:

- A reassessment of the maintenance process to ensure that minor defects discovered in footways are repaired more quickly; and,
- A reassessment of the footways to be included in the indicator to ensure that all the heavily used footways are included and those footways, which are not on key routes, are excluded.

Policy HM 11

The County Council will continue to regularly review the condition of all footways (particularly those with a significant daily or weekly footfall), and undertake maintenance work on those whose condition is likely to cause safety or usage problems.

Cycleway Maintenance

Maintenance considerations are also of high importance for cycle routes, as poorly maintained routes are unlikely to encourage more people to cycle. We will ensure that appropriate maintenance regimes are established at the development stage of new off-carriageway cycle routes. Key issues include ensuring overhanging vegetation is cut back and that routes are swept at regular frequencies to keep them free from broken glass and other debris.

Policy HM 12

The County Council will continue to consider the needs of cyclists when planning and carrying out maintenance procedures.

Routine Maintenance

The following are some of the important routine maintenance activities:

Winter Maintenance

During the winter months selected carriageways are gritted to prevent ice forming on them. Warwickshire County Council has identified a higher than average percentage of roads (41%) which we believe need to be treated to ensure the road network can be used safely in icy weather.

Recent service improvements include:

- Trials in the 2004/05 winter to grit cycleways in urban areas; and
- The use of Safecoat, a molasses coated salt to improve the efficiency and effectiveness of spreading salt on the roads.

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Policy HM 13

During the winter months, the County Council will treat selected parts of the highway network to prevent the formation of ice, and hence reduce the likelihood and/or severity of casualties resulting from adverse weather conditions.

Patching

Our policy is to repair all potholes in carriageways, carriageway edges, footways and cycleways that are felt to be a danger to the travelling public. Warwickshire County Council has adopted national guidelines to identify dangerous potholes.

Patching is also used to:

- Restore carriageway profile where settlement has occurred; and
- Repairing or reconstructing areas of carriageway prior to surface dressing or slurry sealing operations.

We have a number of maintenance policies that are designed to reduce the future need for patching. These include

- Improving the structural condition of roads (particularly rural roads);
- Surface dressing roads which have become porous but which are still in a good structural condition to prevent them deteriorating into potholes; and
- Widening selected rural roads that have substantial edge defects due to their inadequate width.

As part of the development of the Warwickshire TAMP it is proposed to review the patching decision process to ensure that patching is only carried out if it is the most cost effective maintenance treatment. The review will also include decisions about patching sizes, timing and treatments.

Policy HM 14

The County Council will repair all potholes in carriageways, carriageway edges, footways and cycleways that are felt to be a danger to the travelling public. As part of the preparation of the Warwickshire Transport Asset Management Plan, the County Council will review its patching decision process to ensure that patching is only carried where it is the most effective maintenance treatment.

Drainage

At present all gullies are emptied at least once a year. A GPS system on the new contractor's gully emptier is providing information that will allow us to review the current emptying frequency.

Action is taken to ensure blocked drainage systems are cleared. Drainage improvements or major drainage repairs are undertaken on a priority basis, depending on the danger arising from flooding incidents.

Policy HM 15

The County Council will empty all drainage gullies at least once a year. Drainage improvements and/or repairs will be treated on a priority basis within the context of potential danger arising from possible flooding.

Grass Cutting

Warwickshire County Council undertakes grass cutting to maintain visibility and to help provide a useable verge for pedestrians. At present grass is cut up to 3 times a year.

Injurious weeds (particularly Ragwort) are removed during an annual coordinated programme that has been running since 2003.

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> ## Policy HM 16
>
> The County Council will undertake grass cutting to maintain visibility and to help provide a useable verge for all non-motorised users.

Signs and lines

Our policy is to keep signs and lines maintained in a safe condition, visible day and night and free from graffiti. Where signs are damaged or stolen or need renewal they are replaced if a decision is taken that they are still required.

Periodic reviews of signs and lines are made to remove those which are no longer serving a useful purpose and to update those which need to be improved.

> ## Policy HM 17
>
> The County Council will keep all signs and lines maintained in a safe condition, visible during the day and at night, and free from graffiti. Periodic reviews of all signage will be undertaken to identify where it is no longer serving a useful purpose and where it should be renewed. Damaged or stolen signs will be replaced where they are still required.

Safety Inspections

Our contractor Carillion carries out safety inspections. This process allows a quicker response to dealing with dangerous defects. It is proposed to develop a process for Carillion to automatically deal with minor defects without having to get permission to do so.

Public contacts

We encourage public contacts particularly to ensure that we are given early warning of any problems on the highway network. We use a County Council call centre to ensure that we deal with the initial contacts efficiently and effectively. We have developed performance indicators to monitor the success of our contact procedures.

> ## Policy HM 18
>
> The County Council will continue to operate its Highway Maintenance call centre to ensure that all contact with the general public is dealt with efficiently and effectively.

Street Lighting

The National Picture

Serious problems are developing nationally due to the ever-increasing age and associated deterioration in the condition of the street lighting stock within the UK. There are some 6.2 million street lighting columns in the UK that represent a replacement cost of around £4,000m.

It is estimated that the recent annual spend on replacement has been around £40m nationally, which equates to a replacement rate of 1% or a column life of 100 years. Based on a 25-year design life, a replacement rate of 4% is actually required.

As a result of the size of the backlog and continued deterioration of the lighting stock, Central Government have recommended that those columns most at risk be identified. Column inspection, testing and replacement programmes will need to be planned on the basis of priorities established using appropriate risk management techniques.

The Warwickshire Situation

In Warwickshire there are over 50,000 lights, illuminated signs and bollards maintained by the County. As in other authorities, there are also lights maintained by District and Parish Councils.

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The purpose of lighting is to ensure the safety of the travelling public and to reduce crime and fear of crime. Although the bulk of the maintenance budget is spent in maintaining the existing lighting stock, at least £50,000 a year is spent on upgrading the lighting stock to help improve safety and particularly to reduce crime and fear of crime. This level of expenditure on actual replacement in Warwickshire is currently equivalent to around 0.5% of the network, rather than the 4% level recommended by Government. The need to address this issue (and indeed how it could be funded) will be considered as part of the development of the County's Transport Asset Management Plan.

The County Council work with the Police and others through the Community Safety Partnerships to help identify where improvements can be made. We also work with District Councils, and particularly Warwick District, which has provided funds for lighting improvements to ensure that Safety Cameras are able to operate effectively.

In general lighting upgrades involve increasing the numbers of light columns and/or improving the lighting source. The upgrading of old Mercury lighting can bring about energy and environmental savings but the upgrading of the more common low-pressure sodium lights involves an increase in energy use (although there can be some savings in repair costs as new lights can be more reliable). Warwickshire County Council is beginning to trial white light sources such as metal halide and compact fluorescent lamps. At present this new technology is not sufficiently reliable to enable it to be widely adopted. We are having more success with the use of LED's for Belisha Beacons. They cost substantially more than normal bulbs but use less energy and require less maintenance.

At present the general condition of the lighting stock is fair although there is a slow but steady increase in its average age. There is also a very evident backlog of painting which makes the lighting columns appear in a poor condition.

A review of all columns has been carried out in the past two years. Columns that are in poor condition have been identified and a list of those likely to require repair in the next few years has been drawn up. The age profile of the existing columns shows that in about 10 years time there will be substantially more columns reaching the end of their life than there are now. This is because during the 1980's a substantial number of the lighting columns in Warwickshire were replaced.

The local electricity company owns most of the cables, which provide electricity to lights and signs. There are, however, some lengths of cables, particularly on rural roundabouts, which are owned by the County Council. Our policy is to renew cables when they deteriorate and become unreliable. At present we have to renew the cables on at least one rural roundabout a year.

Warwickshire County Council was one of the first authorities to lower their street lighting energy bill by seeking tenders for the supply of energy. This process has continued and Warwickshire now use the expertise of the Eastern Shires Purchasing Consortium to secure competitive prices for the energy supply.

Policy HM 19

The County Council will work with the Police, District/Borough Councils and Parish Councils to maintain the network of street lighting across Warwickshire, in order to ensure the safety of the travelling public and to reduce crime and the fear of crime.

Casualty Reduction

One of the main purposes of the highway maintenance activities is to maintain the roads in a safe condition for all types of road user. Our policies have been formulated with this in mind. Maintenance activities designed to ensure safety include:

- Keeping carriageways and footways free from potholes and other defects;
- Maintaining drainage systems to eliminate standing water on carriageways;
- Gritting and snow clearance;
- Street lighting;
- Grass cutting to maintain visibility;
- Tree maintenance;
- Maintaining signs, lines and road studs; and
- Surfacing roads to ensure adequate skid resistance.

To ensure that the maintenance activities play a full part in helping to achieve the Council's target of reducing casualties. Maintenance policies are being reviewed. Possible changes identified so far to reduce casualties are

- Maintaining road junctions (particularly in rural areas) with higher than average levels of accidents, to a higher standard than elsewhere;

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- Improving skid resistance on roads by introducing 6mm aggregate surfacing materials in urban areas; and
- Improving super elevation on bends when surfacing is being carried out.

Action will be taken wherever it can be shown that the expected casualty savings financially justifies it.

Policy HM 20

The County Council will maintain the highway network in a safe condition for all types of road user. In line with the Road Safety Strategy for Warwickshire, the County Council will, where appropriate, use maintenance works and improvements to help achieve casualty reduction targets on specific parts of the highway network in Warwickshire.

Targets, Indicators and Monitoring

The targets and indicators that will be used to measure our progress in implementing the Highway Maintenance Strategy are as follows:

1. **Principal Road condition (BV223)** – percentage of local authority road network where structural maintenance should be considered (previously BV96).

A target of no overall deterioration in the principal road condition has been set for 2010/11. This is considered realistic and challenging given planned funding levels.

2. **Non-Principal Classified Road condition (BV224a)** – percentage of the local authority non-principal classified road network where maintenance should be considered (previously BV97a).

There is no requirement for a target to be set in the Local Transport Plan submissions. Targets may be required when baseline data for 2005/06 is available.

3. **Unclassified Road condition (BV224b)** – percentage of the local authority unclassified road network where structural maintenance should be considered (previously BV97b).

A target of no overall deterioration in the unclassified road condition has been set for 2010/11. This is considered realistic and challenging given planned funding levels.

4. **Footway condition (BV187)** – percentage of footway network where structural maintenance should be considered.

Over the past two years the footway condition has improved reflecting the increased level of investment in footway maintenance. Our target seeks to further improve the condition of footways, due primarily to the introduction of a new maintenance regime. This stretched target reflects our commitment to improving conditions for pedestrians by targeted maintenance to minimise and reduce insurance claims.

The aim is to achieve a 5% improvement each year.

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Bridge Maintenance Strategy 9

Introduction

The majority of highway maintenance including structure maintenance is based on statutory duties and powers contained in legislation.

The Highways Act 1980 sets out the main duties of Highway Authorities in England and Wales. These include a duty to maintain highways and associated structures, which are maintainable at public expense.

Authorities have a general duty of care to users and the community to maintain the highway and associated structures in a state that is safe for use and fit for purpose.

This strategy (and the phrase "highway network" when used within this strategy) specifically excludes bridges on the public rights of way network which are managed separately.

Specific Strategy Objectives

This strategy supports the broader objectives for a transport system, which promotes a more inclusive society and a sustainable economy with minimum environmental impact.

Our specific objectives are to complete the bridge-strengthening programme by 2011 and to avoid any deterioration in the bridge stock.

National Context

Our policies and methods of working are in accordance with national, regional and local policies.

The County Council has participated in the production of the new National Bridge Maintenance Code of Practice document and has adopted the final version.

Warwickshire Bridge Stock

Warwickshire has a total of over 1300 bridges and other structures of which the County Council owns almost 1000.

Problems and Opportunities

The main problems in relation to the bridge stock are:

- Gradual deterioration of ageing structures exacerbated by increased traffic, particularly heavy goods vehicles;
- Increases in permitted vehicle weights since design and construction, which means that certain bridges are weak in relation to current traffic loading;
- Penetration of water into and around structures particularly with the presence of road de-icing salts, leading to accelerated deterioration;
- Impact damage by vehicles;
- Vandalism and graffiti;
- Undercutting of foundations or flood damage; and
- Overgrowing vegetation.

There are opportunities to repair more than one defect during the same works and to improve safety on and around structures. If roads, railways or watercourses are closed for works, there are opportunities for close inspection or testing

The Strategy

Our specific objectives are to complete the bridge-strengthening programme by 2011 and to avoid any deterioration in the bridge stock.

The main themes of our strategy are:

Overall - To maintain bridges and other highway structures generally in accordance with the new Bridge Management Code of Practice. We are participating in the development of this document, which will be adopted as a national standard.

Quality Assurance - All bridge maintenance activities are covered by a BSI registered QA scheme and are regularly audited both internally and externally

Database - We hold summary information including photographs of all structures on a dedicated computer database. This database can automatically sort and analyse bridge-related information including repair history, assessments and condition indicators. All bridge record drawings are retained and it is proposed to convert all historic drawings to electronic format within five years.

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Inspections - We inspect all structures in the County on a two-year cycle, regardless of ownership, to detect any abnormal deterioration. There is an annual programme of underwater and confined space inspections. Further and more detailed inspections are carried out as required.

Assessments - The majority of structures have now been formally assessed for their suitability to carry current highway loading. We will complete the outstanding assessments. We review the assessments for those structures found to be weak in some respect and take the appropriate action, which may include strengthening, closure, re-building, further testing or monitoring.

Weight Restrictions - Our aim is to ensure that all bridges on the road network are capable of carrying 40 tonne vehicles. We avoid the imposition of weight limits wherever possible. A weight limit is generally only considered appropriate if a bridge is located:

- On a minor road where a suitable alternative route is reasonably convenient (5km or less); or
- On a minor road where a suitable alternative route is longer than 5km but the numbers of HGV's affected are less than 10 in a 12-hour day.

Bridge Strengthening - In determining priorities for strengthening, we take account of:

- The degree of structural inadequacy and the level of risk presented to highway users;
- The importance of the route and the availability of suitable alternatives;
- The views of the local community and users;
- The consequences of permanent or temporary weight restrictions; and
- The need for co-ordination with other highway or related works.

Ancient Monuments and Listed Structures - Works are undertaken to conserve those bridges, which form a vital part of our cultural heritage unless such works would be prohibitively expensive or impractical.

Other Ownership - We maintain a dialogue with owners of other structures and seek the most favourable terms for agreements to carry out bridgeworks, subject to:

- The achievement of national and corporate aims; and
- Existing national agreements.

Vehicle Incursion: Roads over Rail and Adjacent to Rail- We have completed a risk -ranking of all relevant structures and will continue to work with Network Rail to promote and implement safety schemes on a cost-sharing basis.

Strategic Policies

The strategic policies related to bridge maintenance are:

Overall - We will maintain all structures generally in accordance with the Bridge Maintenance Code of Practice.

Inspections - We will inspect all structures in the County on a two-year cycle, regardless of ownership, to detect any abnormal deterioration.

Strengthening - We will seek to strengthen weak bridges, if possible, and will avoid the imposition of weight limits unless unavoidable.

Conservation - We will conserve those bridges, which form a vital part of our cultural heritage unless such works would be prohibitively expensive or impractical.

Constraints to Delivering the Strategy

The main constraints to delivering the strategy are:

- Funding;
- Delays in reaching agreement with other bridge owners and bodies such as English Heritage, Environment Agency, Service Authorities etc.;
- Balancing the differing priorities of bridge owners and users; and
- Unpredictability of damage being caused to structures.

Organisation of Bridgeworks

Prioritisation - We prioritise maintenance and strengthening -work on bridges and other structures based on:

- County Council and national transport objectives;

- Engineering judgement;
- Bridge Condition Indicators;
- Specific inspections of reported problems;
- Consultation; and
- Available funding.

Procurement - Minor Works are carried out by a term contractor appointed on the basis of competitive tender of rates. We procure larger schemes by competitive tender using a select list of contractors. The select list is regularly reviewed.

Appropriate versions of the NEC (New Engineering Contract) with the emphasis on partnership and co-operation are the norm.

Finance and Programme

Finance - All bridge maintenance work is funded from the LTP capital allocation, which gives borrowing approval.

Programme - A programme of proposed works based on this allocation is submitted firstly to Area Committees for comment and then to Cabinet for financial approval each year. An indicative five-year budget for bridge maintenance is included within the LTP Delivery Strategy (see the main LTP document).

Monitoring Targets and Consultation

Asset Management - A Bridge Asset Management Plan will form part of the overall Network Asset Management Plan.

How is Bridge Maintenance funding targeted towards improving the asset value?

The assets for which the Bridge Maintenance Group is responsible include bridges, retaining walls and other highway structures. Details are held within a dedicated database. All inspection details are entered into the database that automatically calculates the Bridge Condition Indicators. The database software is being developed so as to enable calculation of asset values. The system enables maintenance work required to be prioritised according to Bridge Condition Indicators and will in future be linked to asset value. It will be possible to assess the effects of works on an individual structure and on the total bridge stock.

Bridge Condition Indicators - The County Council monitor the condition of all structures for which it is responsible. All bridge inspections are now carried out to a nationally agreed format which allows the automatic calculation of Bridge Condition Indicators. (BCI's). By April 2005 all structures in the County had been inspected in accordance with the new system so that a full set of base data is now available. The current average BCI is 89.42 out of a maximum 100 which is in the range "good". Future changes in the bridge stock condition will be monitored against this baseline.

National Key Performance Indicators will be calculated for bridges. These have been developed by WS Atkins on behalf of the County Surveyors Society. There are specific indicators for Condition, Availability, Reliability, and Workbank. In future there will be guidance on Target Setting, which will be adopted.

Internal County Council Performance Indicators will continue to be calculated. These will be as set out in the Design Services Service Plan:

- Percentage of substandard bridges;
- Percentage of recycled materials used;
- Satisfaction of customers;
- Staff turnover;
- Days lost through sickness;
- Number of training days;
- Individual scheme completion related to estimated time and cost; and
- Reportable accidents on schemes.

Consultation - A detailed report on bridge activity progress is submitted to Cabinet each year. We undertake wide consultation on individual schemes with Members, District Councils, English Heritage, Environment Agency, Statutory Undertakers, other bridge owners and local residents.

Neighbouring local authorities are consulted for schemes on or near County boundaries. Maintenance agreements are in place for structures on our boundaries.

Post completion surveys are carried out for individual schemes.

We are represented on national and regional bridges groups.

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Intelligent Transport Systems Strategy 10

Background

Intelligent Transport Systems (ITS) is a term used to describe a range of tools that combine data collection, processing and storage to provide information and management services to help in the implementation of LTP objectives or to solve particular problems. In particular, ITS can increase the capacity of the network which can then be allocated to public transport, cyclists and pedestrians.

ITS can support the work of the Traffic Manager in undertaking the network management duties with respect to the Traffic Management Act (2004).

Many authorities are already employing ITS to assist in the delivery of transport policies or to solve particular problems. The most common tools are:

- **Urban Traffic Control** – a system which co-ordinates traffic signal timings in a network to reduce delays and emissions;
- **Car Park Management** – variable message signs which help drivers to find car parks with spaces;
- **Bus Priority** – a method of providing priority at traffic signal junctions for buses (or emergency vehicles); and
- **Travel Information** – the provision of information to travellers to help them plan their journeys.

Current ITS systems in Warwickshire

The County Council has established an urban traffic management and control system over the last ten years and already has several operational ITS tools, including the Urban Traffic Control (UTC) system, Car Park Management system, Variable Message Signs and Automatic Number Plate Recognition system. The last three have been implemented as part of the Department for Transport's Urban Traffic Management and Control (UTMC) demonstration project in Stratford upon Avon. The purpose of the UTMC project was to integrate various tools via a common database which enables the sharing of information between applications and information to be provided to network managers, other organisations and the public. The UTMC infrastructure provides a good base for the expansion of ITS in Warwickshire. The key to delivering effective ITS is the integration of systems which ensures that resources are shared, not duplicated.

Urban Traffic Control

The Urban Traffic Control system was originally implemented in Warwickshire in 1995. There are currently 43 junctions and 27 pedestrian crossings connected to the system. The UTC system co-ordinates the operation of traffic signals and crossings in a network and reduces the delay to pedestrians and motorists.

The system can be used to remotely monitor the operation of the traffic signals and identify faults quickly. Measurement of delay and congestion is also possible. The system also allows manual or automatic intervention when problems occur.

There are a further 38 isolated traffic signal controlled junctions in the county and 125 pedestrian crossings. Many are connected to our remote monitoring system, which automatically notifies us of faults.

Car park management system

A car park management system has been implemented in Stratford upon Avon, which monitors the occupancy of the off-street car parks and displays the number of car park spaces on 19 car park information signs.

Variable message signs

There are three large free text variable message signs on the A46 and A3400 near Stratford upon Avon, which can be used to display strategic travel information about incidents.

Automatic Number Plate Recognition

This system is used on several routes in to Stratford upon Avon to determine journey times. The information from this system can be displayed on the variable message signs.

ITS Strategy for 2006– 2011

This ITS Strategy seeks to plan the expansion of the current ITS tools to other parts of Warwickshire, and to introduce the use of new ITS tools in a coordinated manner. The use of ITS tools supports other strategies in this Local Transport Plan, such as the Public Transport Strategy, the Network Management Duty Strategy and the Congestion Strategy.

The vision of the ITS Strategy is:

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'To provide reliable travel information to users, so that they can make informed decisions before and during their journey'.

The information will be made available on the Internet, on variable message signs, by SMS (text messaging), in bus shelters and at modal interchanges, and in hard copy format.

The information available will include car park occupancy, tariffs and general information; current and forecast congestion; journey times; bus arrival / departure times; and current and planned road works.

Action Plan

In order to make the travel information reliable and credible the existing systems must be validated to ensure that they are being operated to utilise their maximum benefit. The systems can then be rolled-out.

Laying the foundations

- Ensure that all traffic signal controlled junctions and crossings connected to the urban traffic management and control system are operating safely and efficiently;
- Ensure that other traffic signal controlled junctions and crossings are connected to the fault monitoring system where it is beneficial to do so;
- Review the condition and operation of all traffic signal controlled junctions and crossings to ensure performance and develop a plan for renewal of equipment in accordance with the requirements of the Traffic Management Act;
- Develop automatic and manual traffic management and control strategies to deal with planned and unplanned incidents in conjunction with the Traffic Manager. The network will be monitored via the urban traffic management and control system, journey time system and liaison with outside organisations such as the police. The implementation of the strategies will be via use of the urban traffic management and control system and other systems such as variable message signs;
- Ensure that the car park information system is monitoring available spaces and collect tariff and other general information; and
- Ensure that the variable message signs are working and that there is a list of approved messages available for use to cover all eventualities.

Expanding the toolbox

- The Public Transport Strategy will seek to implement a real time passenger information system. This is an ITS tool which will enable information on bus arrival / departure times to be displayed at equipped bus stops and modal interchanges. Information can also be displayed on a web site or transmitted by SMS (text message).
- Bus operators will be able to track the location of equipped buses and collect performance information that will assist in improving reliability.
- It will be possible to give priority to equipped buses at traffic signal controlled junctions. The level of priority can depend on whether the bus is running late, on time or ahead of time.
- A network of CCTV cameras will be implemented for traffic management purposes. In addition, all the Borough and District Councils will be approached to explore the possibility of sharing images from their security network where they have good views of the road network. The use of CCTV cameras to enforce Traffic Regulation Orders at junctions will be investigated in accordance with the Network Management duties laid down in the Traffic Management Act.

Roll-out

- The various ITS tools can be rolled-out to other major towns across the County. This will be largely driven by the needs of other strategies and as opportunities arise for developer funding as part of planning gain.

In the lifetime of this Local Transport Plan it is not envisaged that all of the ITS tools will be implemented in all the towns of Warwickshire. However, it is realistic to expect that the existing ITS tools will be fully validated and reliable and will have been expanded to at least one other town. It is also realistic to expect a real time passenger information system covering the major bus routes between Coventry and Nuneaton in the North/South corridor. Finally, the development of an operational, useful and reliable travel information web site can also be expected, with links to external organisations and neighbouring authorities.

Targets and monitoring

The target dates for the various elements of the ITS strategy are shown in Table 10.1. Monitoring will be by regular review of progress towards these targets as part of the APR process.

Intelligent Transport Systems Strategy 10

Timetable		2005/6	2006/7	2007/8	2008/9	2009/10	LTP3
Validate UTC sites	County	X	X		X	X	
Appropriate sites to be on the fault monitoring system	County	X	X	X			
Review condition and performance of signals	County	X	X		X	X	
Automatically monitoring journey times on specific routes	County		X	X	X	X	
Development of automatic traffic management strategies	Stratford	X					
	Leamington / Warwick		X	X			
	Nuneaton			X	X		
	Rugby				X	X	
Car park information	Stratford	X					
	Leamington / Warwick			X			
	Nuneaton				X		
Variable message signs	Stratford	X					
	Rest of County			X	X	X	
Real time passenger information	Nuneaton		X				
	Leamington / Warwick			X			
	Rest of County						X
Bus priority at signals	Nuneaton	X	X				
	Leamington / Warwick			X			
	Stratford	X					
CCTV	County	X	X	X			
Website	Location of all traffic signals	X					
	Car park information	X					
	Congestion		X				
	Incidents and roadworks		X				
	Bus information		X				
	Air quality		X				
	CCTV		X	X	X	X	

Table 10.1 Timetable

10 Intelligent Transport Systems Strategy

10 Intelligent Transport Systems Strategy

Parking Strategy 11

Introduction

Car parking plays a key role in influencing travel decisions, in terms of route, mode and destination. This strategy concerns the management of car parking in Warwickshire and its role in managing congestion. Related parking issues for cycles, motorcycles and Heavy Goods Vehicles are dealt with in respective separate Local Transport Plan strategies.

This parking strategy builds on the policies set out in the last Local Transport Plan, but also draws influence from the 2004 transport White Paper 'The Future of Transport – a network for 2030' and the Government's four Shared Priorities for Transport.

During the last Local Transport Plan period, Decriminalised Parking Enforcement (DPE) was successfully implemented in Stratford District. The introduction of DPE to the rest of the County will be pursued during this Plan period. Similarly, following the introduction of a Park and Ride scheme to serve Stratford upon Avon, the County Council will continue to promote local bus and rail based Park and Ride as a means of managing congestion and the impact of traffic in Warwickshire's towns.

Policy Overview

The Strategy has been developed within the National, Regional and Local policy environment and aims to be consistent with the wider framework. An overview of the policy background is provided in Annex 1 of the LTP.

The Road Traffic Act 1991provided for the decriminalisation of most non-endorsable on-street parking offences within a defined geographical area, subject to successful application to the Secretary of State by the relevant traffic authority. Particularly significant elements of this provision include:

- Responsibility for enforcement to transfer permanently from the Police to the traffic authority;
- The issuing and administration of Penalty Charge Notices to undertaken by Parking Attendants; and,
- The proceeds of penalty charges to be used by the local traffic authority to finance the enforcement regime and any profit from the on-street operation to be spent on a number of defined, transport related improvements.

In the **Traffic Management Act 2004** a number of new parking offences, including double parking and parking at dropped kerbs are added to the parking offences enforceable under DPE. In addition, it clarifies the enforcement mechanism for a number of previously existing offences.

Parking Provision In Warwickshire

Introduction

A number of parking studies have been carried out across the County over recent years. This strategy does not attempt replicate the level of information provided in these and the following discussion simply highlights the main issues and influences on parking relevant to each town.

There are three broad categories of car parking in Warwickshire. The three categories are:

- *On-street* – Parking within the adopted highway boundary that is regulated by the Highway Authority. Enforcement of parking regulations has historically been carried out the Police but following the process of Decriminalised Parking Enforcement can be carried out directly by the highway authority or it's agents;
- *Public off-street*– Parking areas, normally provided by District or Borough Councils, which are open to public. Typically users are charged according to length of stay; and
- *Private off-street* – Parking that is privately owned for use by the owners, typically residents, employers, retailers and leisure facilities. This category includes commercial parking operations.

On-street parking is the only type over which the County Council has direct control and can change the level and type of provision.

The majority of parking within the County's town centres is provided by off-street, publicly operated, car parks and on-street parking. Typically parking stock is added to by large car parks operated by supermarkets and smaller privately operated car parks. In general, in order to support town centre economies short-stay parking tends to be located closer to the town centres and long-stay towards the outside.

Most of the town centres have market days, which naturally increase parking demand and can lead to some displacement of parking out of central parking facilities to nearby areas.

Decriminalised Parking Enforcement

In the past, inadequate enforcement of on-street parking restrictions across the County has contributed to congestion and parking problems. Responding to this, Warwickshire County Council has established a policy and commitment to the implementation of Decriminalised Parking Enforcement. So far DPE has been introduced in Stratford on Avon District and

11 Parking Strategy

there is a programme for implementation in the remaining Districts and Boroughs. All DPE schemes in Warwickshire are intended to be implemented in partnership with the District or Borough Councils, who will act as the County's agent for the enforcement process. Each District or Borough will have a separate partnership agreement, the principles of which have been agreed for all areas of Warwickshire, except North Warwickshire.

DPE provides a number of advantages, including:

- Increased turnover and availability of parking spaces, particularly short-stay spaces which do most to support town centre retail economies;
- Less congestion as result of less circulating traffic seeking parking spaces (in Stratford, typically 5 to 10% more drivers go directly to an off-street car park following the introduction of DPE);
- Less illegal parking causing obstructions;
- Easier and more reliable access to designated loading facilities for deliveries, and disabled parking spaces;
- Less parking on footways, making life easier for pedestrians and wheel chair users; and
- Easier access for emergency vehicles and public transport.

As a consequence of the introduction of DPE some existing long-stay parking in designated short-stay locations is transferred to other locations. Detailed studies of the possible extent of this displacement and other implications are carried out prior to the implementation of DPE. The issues outlined for each town below should be read in the context of the future implementation of DPE.

Rugby

- Generally occupancy levels of off-street car parking are high (80 to 90%);
- Demand for short-stay parking is high;
- Demand for long-stay off-street car parking provision, particularly in multi-storey facilities, is influenced by the availability of short stay parking across the town centre. For example, when short-stay parking capacity is reached some short-stay use of long-stay off-street parking can be observed;
- On-street parking in the town centre is entirely limited waiting and is currently subject to significant illegal parking in both designated areas and restricted areas;
- In the face of effective parking enforcement substantial displacement of parking can be expected from the town centre;
- There is significant use of existing Residents' Zones by long-stay non-residents;
- Greater spare capacity remains within these Residents' Zones than in uncontrolled parking areas, indicating potential for greater short-stay use of these zones in the face of effective enforcement;
- Development pressure is likely lead to a loss of off-street parking stock;
- Parking associated with the railway station is currently well accommodated, but pressures do exist and are expected to increase following improvements to the station and services as well as local development;
- Disabled parking provision has been improved and linked to a Shopmobility scheme, although further improvements may be required; and
- Existing coach parking facilities are generally under utilised, although the reasons for this are unclear, improved facilities may improve utilisation to the wider benefit of the town centre.

Nuneaton

- Off-street car park occupancy levels vary. The busiest car parks tend to be to the south of the town centre and are full for much of the day. Conversely, the multi storey Harefield Road car park, adjacent to the bus station, invariably has spaces available;
- Overall, demand for off-street short-stay parking far outweighs that for long-stay. This may be because some long-stay events are taking place on-street in areas outside the ring road where parking is generally uncontrolled;
- Demand for short-stay and long-stay car parking spaces is not all accommodated in the town centre car parks. There is considerable pressure in some streets outside the ring road;
- Town centre developments are likely to increase pressure for parking in uncontrolled areas; and
- Disabled parking provision within the town centre is in designated bays in off-street car parks and dedicated parking areas within the pedestrian zone. Use of the latter causes some pedestrian conflict and encourages illegal entry to the zone by other drivers.

Bedworth

- Parking close to the town centre is provided by a variety of surface level and multi-storey car parks operated by NBBC, Tesco and Kwik Save;

- Surface level car parks have higher occupancy levels than the multi-storey car parks at Tesco and Kwik Save. However the multi-storey car parks are in need of improvements and their unwelcoming condition probably accounts for the low usage compared to the surface level car parks; and
- There is limited parking in the vicinity of the Civic Centre.

Stratford-upon-Avon:

- Since implementation of DPE, initial observations include:

  - Generally positive feedback from the public;
  - Support from the majority of residents in Resident Parking Zones;
  - Town Centre streets are noticeably clearer as long-term commuter parking has been discouraged. However, as expected displacement out of the town centre has been observed;
  - Greater availability of parking spaces for retail related use;
  - Less congestion; and,
  - Positive reaction to increased presence of parking attendants.

- There is a large amount of on-street parking in Stratford, for which a charge is levied for stays of more than 20 minutes in the town centre. The length of permitted stay varies, but the maximum is two hours;
- Some parking subject to charging also lies within the Residents' Parking Zones (RPZ) in designated areas surrounding the town centre. Outside the charging zone non-resident parking within RPZs is limited to two hours;
- Occupancy of short-stay on-street spaces is generally close to the maximum throughout the working day;
- Beyond the town centre on-street parking is uncontrolled and spaces within half to three-quarters of a mile from the centre are used quite extensively for long stay parking;
- A large amount of off-street parking (approximately 6,500 spaces) is within walking distance of the town centre. About two thirds of this parking is quite close to the centre, while many of the remaining spaces are in retail parks further out. Utilisation of the central car parks appears to depend more on car park size and location rather than whether it is designated short-stay or long-stay;
- The privately operated and free-of-charge spaces in retail parks are highly utilised, especially at weekends, and have until recently have also been used by people working or shopping in the town centre. This practice is now being discouraged through the introduction of limited waiting periods and enforcement;
- A successful Park and Ride service has been operating between the Maybird retail centre on the Birmingham Road and Stratford town centre for several years on Saturdays and Bank Holidays. By 2006 it is intended that this will be replaced by a daily 15 minute frequency Park and Ride service from Bishopton, close to the A46/A3400 roundabout to the north of Stratford. This will provide an alternative means of access to Stratford town centre for commuters, shoppers and tourists, complementing the stricter control of illegal long-stay on-street parking occurring under DPE; and
- There are two designated coach parks in Stratford, one of which (Windsor Street) has limited capacity, while the other (behind the Leisure Centre) has space for over fifty coaches.

Warwick:

- Off-street parking provision is predominantly short-stay and almost at full capacity, although some redistribution during the early stages of the 2005-10 period is expected;
- On-street parking utilisation is particularly high and short stay spaces tend to be used as long-stay due to limited enforcement;
- Development of land adjacent to Warwick Racecourse (St Mary's Land) has limited the availability of long stay parking close to the town centre, although the development is proposed to ultimately provide an overall increase parking capacity;
- Fluctuating demand for parking associated with Warwick Castle;
- Coach parking facilities are limited with only one express stop in the town centre, although new facilities to support the tourist market and to provide layover facilities are to be provided as part of the St Mary's Land development;
- The release of County Council staff parking for public use at the weekends and in the evenings significantly adds to the available parking stock, although it is often under-utilised;
- A site for Park and Ride to serve both Warwick and Leamington has been identified to the south of the town. This is to be progressed through the Local Transport Plan and emerging Warwick District Local Plan;
- There are particular parking issues associated with overspill parking from Warwick Hospital into the surrounding residential areas.

Leamington Spa:

- Off-street parking utilisation levels are high, particularly for short-stay parking;
- A number of significant development proposals are likely to affect off-street parking provision;
- As in Warwick, on-street parking utilisation is very high and short stay spaces tend to be used as long-stay due to limited enforcement;

11 Parking Strategy

- A coach drop-off and collection point is provided in Leamington town centre although no layover facilities are provided;
- A Park and Ride site to serve both Warwick and Leamington has been identified to the south. This is to be progressed through the Local Transport Plan and emerging Warwick District Local Plan; and
- Parking at Leamington Station is at full capacity and there appears to be significant suppressed demand. Chiltern Railways, who operate the station, are seeking additional parking on the north side of the rail line.

Kenilworth:

- There is existing spare off-street parking capacity in the town centre on most days;
- There is a high level of short-stay use, particularly in the off-street car parks;
- There is significant misuse of on-street parking restrictions including illegal parking on double yellow lines. However, the pressures placed on on-street parking capacity do not appear to be as great as in the neighbouring towns of Warwick and Leamington; and,
- Significant retail developments are planned in the town centre, which can be expected to increase the demand for parking and duration of stay. This will reduce any spare parking capacity.

North Warwickshire:

- Atherstone, Polesworth, Kingsbury & Coleshill are all currently free of parking charges. As a result of the proposed introduction of DPE a number of issues concerning on-street parking charges will need to be addressed and agreed with North Warwickshire Borough Council;
- There are significant development proposals in Coleshill which may effect parking in the town; and
- A new railway station with significant parking provision is proposed for Coleshill, known as Coleshill Parkway.

Background Information

Coleshill Parkway

The new Coleshill Parkway station is due to open in late 2006 and will provide a key parking resource to meet the challenges facing the strategic road network in Warwickshire and the sub-region.

The scheme will provide a 200-space car park with an associated railway station and bus interchange.

The scheme will give an opportunity to develop a 'Parkway Station' / 'Local & Park & Ride' serving the M42 corridor as recommended in the West Midlands MMS. The opportunity to develop the station as a railhead for rail journeys to and from the East Midlands and East Anglia (including Stansted Airport) will be enhanced by the car parking provision. Given the predicted growth at Birmingham International Airport, Coleshill Parkway will be developed as a 'Gateway' station to Birmingham International Airport, providing more direct links than are currently available from some parts of the national rail network thus reducing demand for additional off-airport parking sites. A parking strategy for the interchange is currently being agreed.

Problems and Opportunities

A brief outline of the potential mechanisms and approaches to addressing the issues identified with existing parking provision is provided below.

Opportunities:

- ITS – The use of Intelligent Traffic Systems (ITS) has the potential to provide improved information for travellers seeking parking. This can be achieved through the use of Real Time electronic signing, on-line information and linkages to Urban Traffic Management Control. This can improve car parking utilisation levels, reduce traffic levels and shorten journey times;
- DPE – The introduction of DPE is an established policy and provides the potential to address many on-street parking issues to improve traffic levels and the local economy. In the event that DPE is able to break even and thereafter remain in the black it may also provide the potential for the release of revenue to fund general transport improvements;
- Best Practice – The County Council can demonstrate best practice through its own use of schemes to reduce the demand for parking and consequently the demand for travel;
- Development control – Through the County Council's role as Highway Authority it has the opportunity to require new developments to produce Travel Plans. These can be used to reduce demand for car travel and car parking;
- Local Development Documents – The revision of Local Plans and publication of new LDDs provides the opportunity to influence the allocation of land allocations and developments in a way that is compatible with parking strategy;

- Partner/stakeholder relations – Although good relations with all partner and stakeholder bodies are important the County Council has developed a particularly constructive and positive relationship with partners within the rail industry. This can help in taking full advantage of opportunities to influence parking habits, both locally and regionally through the introduction of park and ride facilities such as Warwick Parkway and Coleshill Parkway; and

- Park & Ride – As well providing the potential for economically advantageous increases in parking capacity, the provision of P&R could also play an important role in supporting DPE, facilitate the release of land in development -constrained town centres and reduce traffic impact. Conversely, limited availability of suitable sites can lead to pressure for the introduction of P&R car parks in Green Belt areas.

Problems:

- Enforcement – Poor enforcement of parking regulations leads to difficulties in available parking capacity, traffic flow efficiency, the operation of loading bays and safety. However, active enforcement is not always well supported or accepted as an approach to increasing parking capacity in town centres. Consequently the subject of enforcement is often emotive and requires robust justification, both economically and politically;

- Loading bays – Aside from the enforcement issues associated with maintaining available loading bays the overall numbers of bays are limited in many town centres. However, the benefits of introducing additional bays in terms of supporting trade and limiting traffic conflict must be off-set against any required loss of parking and consequential opposition;

- Schools impact – Parents dropping off and picking-up children from school can cause significant traffic flow and safety problems for short periods of time, which due to the increase of before and after school activities is extending into peak travel periods;

- Tourist peak demands – Warwickshire benefits from a number of important tourist attractions and meeting fluctuating demand for parking by visitors can be challenging. However, the nature of historic attractions may constrain the types of measure, such as electronic direction signing, that could help meet this demand, and

- Disabled parking – With an aging population and increasing national and local policy focus on mobility issues, the quantity and location of disabled parking is arguably in need of review. There is potential to address this through the process of introducing DPE in each area across the County.

The Strategy

Objectives

The strategy contributes towards meeting Local Transport Plan objectives by setting out an approach to managing car parking that will:

- Allow good access to employment, education, shopping, recreational and community facilities;
- Help support economic vitality in town centres;
- Support strategies for the management of congestion;
- Reduce the impact of the car on the environment, particularly in areas of high demand such as town centres and in residential areas;
- Improve the environment and safety of those accessing car parking; and,
- Encourage the development and introduction of Park and Ride facilities.

The Policies

Policy P 1

Partnership Working

Warwickshire County Council will work with District and Borough Councils to deliver a co-ordinated approach to on and off-street parking provision in a way that supports the objectives of the Local Transport Plan including the economic competitiveness of town centres.

11 Parking Strategy

Policy P 2

Congestion Management

Warwickshire County Council will seek to reduce congestion through the appropriate use of public parking, including the management of:

a. The location and period of stay; and
b. The cost.

a. Location & Period of Stay – This will be managed so as to encourage long stay commuter parking to use out of town or periphery parking sites in order to release parking capacity in town centres for short stay shopping & service related parking.

b. Cost – We will work with District and Borough Council's to manage the cost of off-road parking in way that will re-enforce local strategies designed to achieve Policy P2.a, including consideration of the use of concessions, differentiated charging linked to the time of day and alternative payment methods. The use of on-street parking charges will be considered where appropriate in order to encourage the use of off-street car parks in preference to on-street parking.

Policy P 3

Enforcement

Full and effective enforcement of parking will be pursued by implementing Decriminalised Parking Enforcement across the County.

In implementing Decriminalised Parking Enforcement we will:

- Work with District and Borough Councils as set out in Policy P1;
- Ensure compliance with Policy P2 by seeking to promote the use of long stay parking for commuters and short stay parking for shopping;
- Review the extent to which on-street parking charges may be required; and
- Review the need for, and introduce if appropriate, residents parking schemes in order to control displacement of parking to residential areas.

Decriminalised Parking Enforcement is a mechanism whereby the responsibility for the enforcement of parking passes from the Police to Highway Authority. DPE enables on-street parking restrictions and residents parking schemes to be properly enforced. DPE provides a number of advantages, including:

- Increased availability of parking spaces, particularly short-stay spaces which do the most to support town centre retail economies;
- Less congestion as result of less circulating traffic seeking parking spaces and less illegal parking that causes obstructions;
- Easier and more reliable access to designated loading facilities for deliveries;
- Less parking on footways, making life easier for pedestrians and wheel chair users; and
- Easier access for emergency vehicles and public transport.

A consequence of the introduction of DPE can be that existing long-stay parking in designated short-stay areas is displaced to other locations.

Residents Parking Schemes are typically permit schemes that restrict the time and length of parking stay in residential streets for non-resident users and require residents to display a permit to exempt their vehicle from the restrictions.

Policy P 4

Park and Ride

Park and Ride proposals will be supported in order to promote sustainable and convenient access to local employment, schools, services and shopping.

Parking Strategy 11

Park and Ride will be considered particularly advantageous where:

- Its implementation would help manage congestion or help limit the environmental impact of traffic;
- The provision of park and ride or related park and walk/cycle facilities supports local traffic management needs; and
- It can also support 'Drop and Ride' facilities to serve school travel demand and minimise the impact of school traffic.

Park and Ride is where a large car park is provided (normally on the periphery of a town), the charge for which also purchases a return trip on a regular public transport service to the town centre and/or other popular locations (typically a bus departing at around 10-15 minute intervals). Alternatively the parking can be free and bus service charged for. Park and Ride is normally aimed at providing an alternative to town centre parking for commuters and longer stay shoppers and helps reduce traffic volumes and congestion whilst providing a quicker and cheaper option for the traveller. Notably Warwickshire has examples of both bus and train based park and ride serving both local town centre and regional and national destinations.

Drop and Ride is where facilities are provided to enable parents to drop and collect school children at a secure and supervised collection point. Bus or taxi-bus then provides a service to and from the schools served by the facility.

Policy P 5

Ease of Use

Warwickshire County Council will promote convenient access to parking by:

- Seeking to maintain or increase the proportion of short stay parking in economic centres;
- Increasing disabled parking in line with guidance and where needed, giving particular attention to central areas and including supporting the introduction or expansion of Shop-mobility schemes where appropriate;
- Ensuring that parking is clearly signed and good levels of information on the location and availability of parking is provided; and
- Ensuring that parking facilities and access and egress from them are safe and secure.

Policy P 6

Land Use

Warwickshire County Council will ensure that the provision of public parking across the County is integrated with other policies and provision to:

- Encourage the reduction of the amount of Private Non-Residential parking and the greater efficiency of its use;
- Ensure that relevant parking standards in regional and local planning policies and guidance are adhered to; and
- Ensure that land use policy is integrated with and supports parking policies.

Policy P 7

Coach Parking

Warwickshire County Council will support the provision of coach services as part of an integrated public transport system, support Warwickshire's tourist industry and manage the impact of coach parking on the highway network by:

- Providing safe and convenient access to coach services in a way which also minimises adverse impacts on traffic operation; and
- Working with District and Borough Councils to identify and provide suitable off-street lay-over facilities for coaches.

Delivery of the Strategy

Table 11.1 sets out the County Council's actions in delivering the policies of the Parking Strategy in a way that recognises the existing problems and opportunities outlined earlier in this document.

11 Parking Strategy

The delivery of some measures, particularly those related to safety and enforcement, involves a wide range of stakeholders. These can also often be heavily influenced by strategic and policy decisions and actions taken at a national level. In these circumstances the nature and timescale of the actions set out below may need to vary.

Policy link	Action	Schemes & Measures	Timescale
P1 P2 P6 P7	Improve co-ordination of car & coach parking provision, land use and development control issues. Ensure parking is not used as a competitive tool between different towns within Warwickshire.	Set up and support a Car Parking Management Liaison Forum to co-ordinate car parking provision, land use and development control issues at the local and countywide level.	Medium-term
P2 P3 P5	Complete implementation of DPE across Warwickshire, on an area-by-area basis A comprehensive review of existing on & off-street parking stock, parking charges, length of stay,	Implement DPE in Nuneaton and Bedworth Borough Implement DPE in Rugby Borough	End of 2007/08 End of 2006/07 End of 2007/08

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Policy link	Action	Schemes & Measures	Timescale
	signing and information - altering as required in order to maintain or increase the proportion of short-stay parking in economic retail centres. A review of the business case to determine the extent to which on-street parking charges may need to be applied The review and alteration of residents parking scheme in order to control displacement of parking to residential areas	Implement DPE in Warwick District Implement DPE in North Warwickshire	End of 2008/09
P2 P4	Reduce the impact of school related traffic on the operation of the highway	Review 'school run' related parking outside schools and implement parking restrictions if appropriate Investigate the feasibility and implement if feasible a pilot scheme for Drop & Ride facilities to serve schools in Warwick	Medium-term Short to medium term
P4	Deliver Park and Ride schemes to support and promote sustainable and convenient access to local employment, schools, services and shopping	Implement a rail based Park & Ride and interchange at Coleshill Implement a Park & Ride scheme operating from the Greys Mallory/M40 junction 14 area to serve Warwick and Leamington	By mid 2006 End of 2007/08
P5	Provide adequate levels of disabled parking in order to meet local needs, supporting Shop-mobility schemes where appropriate and taking account of the relevant Department for Transport guidance	Review the location and quantity of disabled parking provision in town centres as part of DPE programme	As per DPE timescale programme
P5	Integrate, where possible, improved signing to car parks as part of wider traffic management works	Provide Variable Message Signing for major car parks in Warwick Provide Variable Message Signing for major car parks in Leamington Spa Provide Variable Message Signing for major car parks in Nuneaton	Medium-term End of 2006/07 Medium-term
P5 P1	Provide safe and secure parking	As District and Borough CCTV schemes are bought forward ensure that, where feasible, substantial on-street parking areas are included in the camera coverage.	Ongoing

Table 11.1 Actions, schemes and measures

Indicators And Monitoring

Monitoring the delivery of the actions outlined in the Action Plan will be an important part of the management and control process. Progress against the identified actions and standards will be reviewed on a regular basis (at least annually) to make certain that the Action Plan is achieving the desired outcome.

The monitoring, benchmarking and measuring of targets will allow changes to be identified, incorporated and updated in due course.

11 Parking Strategy

Table 11.2 sets out the main indicators that will be used to assess progress with the Parking Strategy.

Parking Strategy - Indicators			
Indicators	**Performance Indicator**	**Source of Data**	**Frequency of Analysis**
Local Indicator: Introduce DPE across Warwickshire by the April 2009	Introduction of active enforcement by each area partnership	WCC / District / Borough Councils	Annual
Output Target: Implement three Park and Ride services by 2011	Park and Ride site open and operating	WCC	Annual
Output Target: Introduce Variable Message Signing to two town centres by 2011	System installed and operating	WCC	Annual

Table 11.2 Indicators

Powered Two Wheeler Strategy 12

Introduction

This strategy concerns the use and promotion of Powered Two Wheelers (PTWs) in Warwickshire. The term 'PTW' has been adopted nationally as a term that includes motorcycles, scooters and mopeds. However, for the purposes of this strategy cyclemotors have not been included. For ease of reference where the term motorcycle or motorcyclist has been used in this document it can be taken to include all forms of PTW or user.

The purpose of this strategy is to set out the vision, objectives and approach to:

- Meeting the needs of motorcyclists;
- Providing a suitable environment for their safe and sustainable use in Warwickshire; and
- Meeting the objectives of the Warwickshire Local Transport Plan 2005.

There are particular safety issues concerning motorcycle use, both nationally and within Warwickshire. Whilst a basic overview is provided in this chapter, motorcycle safety, as an issue will be tackled through Warwickshire's Road Safety Strategy.

Policy Overview

The Strategy has been developed within the National, Regional and Local policy environment and aims to be consistent with the wider framework. An overview of the policy background is provided in Annex 1 of the LTP.

The 1998 White Paper *'A New Deal for Transport: Better for Everyone'* outlined the potential benefits from increased motorcycle use for the environment and for reducing congestion, as well as recognising motorcycles as an affordable alternative to cars. However, the paper also recognised that the use of PTWs raised some important and complex issues. Consequently an advisory group was set up to investigate how relevant policy could be developed, particularly to encourage further improvements in safety and environmental impacts. The advisory group submitted it's final report in August 2004, which made a full analysis of progress since the White Paper and some key recommendations. Many of these recommendations relate to issues that can only be progressed at a national level, however, wherever appropriate they have in been incorporated into this strategy.

The Government's National Motorcycling Strategy, 2005, sets out a main theme for motorcycling strategy as being:

'To facilitate motorcycling as a choice of travel within a safe and sustainable transport framework.'

It also sets out a comprehensive overview of motorcycling issues nationally and detailed action plan to address issues over a 5-year period.

Usage and Trends

Nationally

To understand motorcycle use in Warwickshire it first helpful to appreciate some national trends, as highlighted below:

- It is estimated motorcycle traffic has increased by around 28% between 1993 and 2001 and in 2002 motorcycling accounted for more than 5 billion vehicle kilometres[_ftnref1]
- Between 1986 & 1995 there were over 700 fatal motorcycle accidents, in which[_ftnref2] :
- 41% involved a collision with one or more cars (60% of which were considered to be principally the responsibility of the motorcyclist)
- 29% only involved the motorcyclist (one third of which were associated with excessive speed)
- Involved riders aged between 20-29
- The main issue with car driver error was found to be carelessness & thoughtlessness, or failure to judge the actions of the motorcyclist.
- Accident liability appears to rise less than proportionately with mileage and falls rapidly with increasing age, but to a lesser extent with experience[_ftnref3]
- Average motorcycle trip length has steadily increased by approximately 75% from 1975 to 2000, although the numbers of trips per person has decreased[_ftnref4]
- The majority of motorcycle trips appear to be between 2 and 25 miles long[_ftnref5]
- The National Travel Survey and Family Expenditure Survey indicate that[_ftnref6] ownership of one motorcycle peaks at individuals aged 35-39 and that people more likely to own a motorcycle are:

  - Those living alone;
  - Those without children;
  - Males; and
  - Households with one car.

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Nationally, the majority of motorcycle trips are for work, business or education purposes and these trips account for over half of motorcycling mileage. Nearly two thirds of motorcycle trips are for work, business and education purposes, compared with just 30 per cent of car trips. Motorcycle trips for these purposes tend to be shorter than car trips. For most other purposes, average motorcycle trip lengths are slightly longer than car trip lengths. The exceptions are visits to friends (where car trips are slightly longer) and other leisure, where the average motorcycle trip is twice as long as the average car trip. More trips per week are made by car than by motorcycle for all purposes except work, business and education. (Source: National Travel Survey, DfT*)*

Context of use in Warwickshire

The rural areas of Warwickshire are subject to a range of rural accessibility issues where limited access cars and public transport, particularly for the young and those on lower incomes, can restrict employment, education and social opportunities. Consequently, motorcycle use in the less economically buoyant and more rural north of the county tends to be marginally higher than in other areas. It has been suggested that this may be because motorcycles are often cheaper to buy and run than other type of private motor vehicle. Throughout the last Warwickshire Local Transport Plan, Warwickshire County Council, in partnership with Coventry and Warwickshire Connexions, has promoted a number of 'Wheels to Work' schemes throughout the county where mopeds and training have been made available for limited or no cost. This has been open to those without other means of travel to enable them to access employment and education. These schemes are an excellent example of how PTWs can provide a sustainable alternative to car use in line with Local Transport Plan objectives.

The urban areas in Warwickshire are comparatively small, but are subject to peak hour congestion. Whilst there are currently no lengths of bus lane in Warwickshire open for use by motorcycles in order to assist their congestion beating characteristics, there remains significant advantage in motorcycle use for the urban commute, particularly from the rural to urban or inter-urban journeys. This is also supported by the observed national trend towards increased use of scooters and longer motorcycle journey lengths, of which approximately 45% are commuter journeys.

In order to understand the needs of motorcyclists in Warwickshire and help target measures and initiatives to best effect, a users forum (Warwickshire Powered Two Wheeler Users Forum) was setup, which meets regularly throughout the year to discuss relevant issues. This has been invaluable in developing targeted campaigns to promote sustainable motorcycle use and safe riding habits, as well as taking on a consultee role for the development facilities.

A Department for Transport study, 'Road Safety Research Report No. 54 - In-depth Study of Motorcycle Accidents' looked at over 1700 motorcycle accident details, including over 1000 from the Midlands. The main findings were as follows:

- There seems to be a particular problem surrounding other road users' perception of motorcycles, particularly at junctions. Such accidents often seem to involve older drivers with relatively high levels of driving experience who nonetheless seem to have problems detecting approaching motorcycles;
- Motorcyclists themselves seem to have far more problems with other types of accident, such as those on bends, and overtaking or 'filtering' accidents; and
- There are two main groups of riders that interventions should be focused on. The first is young and inexperienced riders of smaller capacity machines such as scooters, and the second is older, more experienced riders of higher capacity machines. Both the skills and attitudes of these riders need to be addressed.

In Warwickshire the mode share of motorcycle traffic entering the town centres during a 12-hour daytime period appears to have remained relatively constant between 2000 and 2004 with an average mode share of just under 1% of all traffic. Motorcycle use also tends to be seasonal, with higher levels of use from March to October. This is reflected in the conditions in which casualties occur with, in 2004, 93% resulting from crashes that happen in fine and calm weather, 80% on dry roads and 83% when it was daylight. Of all motorcycle casualties:

- 82% resulted from crashes which occurred on single carriageway 2 lane roads, 8% at roundabouts and 5.6% on 2 lane dual carriageways;
- 61% occurred in 60mph limits, 18% in 30mph limits and 8% in 70mph limits;
- 94% of riders were male;
- 49% of riders were non-Warwickshire residents;
- The peak age for motorcycle riders was spread from 16 to 39yrs (71%);
- 73% of machines involved were over 125cc;
- In 65% of incidents the motorcycle rider was attributed as being at fault in the initial report from Police Officers attending the incident;
- 27% of crashes involved no other vehicle; and
- Common factors included; loss of control on bends (22%); excess speed (25%); skidding (25%) and overtaking (14%).

Motorcycle theft occurs across the County. Over the last year, most crimes of this type took place in the towns of Nuneaton (152) followed by Rugby (104) and Bedworth (74). Conversely, there were just 7 motorcycle thefts in Kenilworth, 13 in Warwick and 22 in Stratford.

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Opportunities and Problems

There is a diverse range of positive and negative issues facing motorcycle use, which in some cases vary considerable across the country. In this section only the issues facing motorcycle use in Warwickshire are dealt with and these are broken down into perceived opportunities and observed problems.

Opportunities:

- There is potential for a sustainable mode shift from private car use to motorcycles, so helping reduce congestion;
- Lower physical space requirements for motorcycle parking can minimise on-street parking demands, helping reduce street clutter and enabling reallocation of road space to other uses;
- Motorcycles can improve accessibility in Warwickshire by:

  - Providing high levels of flexibility as typified by private modes of travel, particularly at night and in rural areas where public transport is not always economically viable; and
  - Providing relative cheapness of travel – initial purchase costs and subsequent running costs can be significantly less compared to car ownership and travel.

- There can be substantial environmental benefits for increased in motorcycle use compared to car use, including:

  - Low emissions – Overall compared to cars, motorcycles produce fewer emissions. Generally they perform better for carbon dioxide and oxides of nitrogen, but are worse in respect of hydrocarbons. The technological stage of motorcycle development, in terms of emissions standards, is currently behind cars and can be expected to catch up during the life of the 2005 Local Transport Plan;
  - Fuel consumption - when considered per in terms of average occupancy, fuel consumption is far lower for motorcycles than cars;
  - Natural resources - vehicle life tends to be longer for motorcycles and re-cycling levels are higher. This minimises the primary demand on natural resources and energy requirements for the manufacturing process; and
  - Integration with other modes and policies can be relatively easily and cheaply delivered with often only limited requirements for specific dedicated infrastructure.

- There is a growing awareness and willingness to tackle issues of concern and promote the positive aspects of motorcycle amongst users, the motorcycle industry and statutory authorities (such as the Police and local authorities) throughout the region.

Problems:

- Motorcyclists can be the subject of a poor public image and can be subject to negative attitudes from the public and other road users. This has adversely affected the willingness of some people to consider using a motorcycle or moped when it could provide a sustainable and viable alternative means of travel. Reasons include:
- The effects of poor weather, including the incorrect perception that this can lead to the rider becoming wet or cold (good quality appropriate safety equipment can be warm, easily worn over normal clothing and completely weather proof);
- The limited ability to carry large loads;
- Occasional aggressive road behaviour from some riders, which can heighten the perception of user risk to observers;
- However, motorcycle use is more risky in terms of user safety than other modes of transport. This affects their attractiveness as an alternative mode and adversely contributes to Warwickshire's road casualty incidents. Research into the causes of the accidents is being conducted nationally. Contributory factors appear to be:

  - Inappropriate speed and rider behaviour leading to a loss of rider control;
  - Hazards created by the physical layout or infrastructure of the highway network; and
  - A lack of awareness and understanding of motorcyclist's needs by other road users, particularly by car drivers. This, combined with poor observation skills, appears to cause disproportionly high levels of right of way incidents, notably at 'T' junctions.

- Inappropriate choice of rider clothing potentially leading to worse injuries the event of an incident than may otherwise have occurred;
- Poor vehicle maintenance and use of illegal tyres;
- Motorcycles are particularly susceptible to theft, being high in value and easy to manhandle and transport. This, combined with accident risks, can make insurance costs on larger machines prohibitively expensive;

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- Many of the initiatives available to the County Council and its statutory partners to tackle safety and theft issues have financial implications. These are generally revenue based and as such face fierce competition for the limited available funding; and
- Many of the issues faced by motorcyclists (e.g. licensing) are related to matters that require national or higher level intervention. These are discussed in the 2004 National Advisory Group report to Government and Warwickshire's direct influence is limited.

The Strategy

Vision and Objectives

The vision of Warwickshire County Council's Powered Two Wheeler Strategy is:

'A motorcycle friendly highway network with good access to secure on and off-road parking and interchange with other modes, which is used by informed and safety conscious road users who are aware of other's needs'.

This strategy will contribute towards meeting Local Transport objectives by promoting a Powered Two Wheeler friendly highway network and initiatives that:

- Tackle rural accessibility issues, particularly where public transport is not financially or commercially viable;
- Maximise access to affordable means of travel for employment, services and leisure activities, including integration with other modes of travel;
- Highlight the potential environmental benefits of Powered Two Wheeler use compared to private car use, particularly where walking, cycling or public transport is not a viable alternative;
- Encourage the safe and responsible behaviour of all road users, including tackling the vulnerability of Powered Two Wheelers to actions of other road users; and
- Consider the needs of Powered Two Wheeler users in the design and maintenance of the highway infrastructure.

Policies

Policy PTW 1

Consultation and Partnership working

The County Council will consult with users, the motorcycle industry and other interested groups to deliver the objectives of the Local Transport Plan and related Powered Two Wheeler policies. It will particularly focus on the delivery of these through partnership working with other statutory bodies, neighbouring authorities and others in order maximise the effectiveness of its actions.

Policy PTW 2

Improved facilities

The County Council will, in consultation with users and other interest groups, develop proposals and deliver improvements to address Powered Two Wheeler concerns and issues in:

a.   Safety;
b.   Parking;
c.   Theft; and
d.   Highway infrastructure.

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a. Safety - Issues relating to Powered Two Wheeler safety will primarily be pursued through the development and implementation of a dedicated Motorcycle Casualty Reduction Plan as part of Warwickshire's Road Safety Strategy. This will tackle the education and promotion of safe riding and driving practices for Powered Two Wheeler users and other road users, as well as safety issues relating to the highway infrastructure.

b. Parking - Parking provision for Powered Two Wheelers should, as far as is reasonably possible, meet the standards set out in Traffic Advisory Leaflet 2/02, being centrally located near the journey destination and being well signed for ease of location. Consideration should also be given to the provision of convenient changing and storage facilities for equipment.

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c. Theft - Best practice and information on minimising the risk of theft will be promoted. The provision of parking facilities within the highway should be secure, having locking points and CCTV wherever feasible. Other measures and initiatives to reduce Powered Two Wheeler theft will be investigated in liaison with the Police as well as other local authorities with responsibility for off-street parking provision.

d. Highway infrastructure - Consideration of the needs of Powered Two Wheelers will be incorporated in normal highway maintenance and design practices; this will particularly focus on dealing with spillages, the location of street furniture and equipment and assessing maintenance practices in relation PTW accident risk.

Policy PTW 3

Integration

The County Council will encourage the sustainable use of Powered Two Wheelers and improve access to interchange with other modes. It will also, where appropriate, allow access to areas of the highway normally restricted to Powered Two Wheelers including bus lanes, Advanced Stop Lines and other areas subject to access control.

Sustainable motorcycle use – can normally be considered to be where a motorcycle is used safely and responsibly for a journey when travel by foot, cycle or public transport is not viable.

Policy PTW 4

Promotion

The County Council will promote improvements to facilities *(Policy MC 2)* and integration *(Policy MC 3)* of Powered Two Wheelers through:

- The development of campaigns to raise awareness and educate all road users;
- Demonstrating best practice in the County Council's own Green Travel Plan;
- The advice it provides on the development of Travel Plans for existing developments and in negotiating Travel Plans for new developments; and
- Incorporation of safe and sustainable Powered Two Wheeler use into the County Council's TravelWise campaign.

Delivery of the Strategy

Table xxx sets out the County Council's actions in delivering the policies of the Powered Two Wheeler strategy in a way that recognises the existing problems and opportunities outlined earlier in this document.

The delivery of some measures, particularly those related to safety and enforcement, involves a wide range of stakeholders and can often depend on strategic and policy decisions or actions taken at a national level. In these circumstances the nature and timescale of the actions set out below may need to vary.

Actions, schemes and measures in support of PTW Strategy Policies			
Policy link	**Action**	**Scheme & Measures**	**Timescale**
MC2	Improve parking facilities & seek to reduce PTW theft	Continue to provide free secure facilities within the highway where a need is identified Review the signing and information provision for on and off-road PTW parking	On-going As part of DPE implementation On-going

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Actions, schemes and measures in support of PTW Strategy Policies			
Policy link	**Action**	**Scheme & Measures**	**Timescale**
		Seek opportunities to link PTW parking provision with CCTV coverage Promote good practice using principles set out in www.secureyourmotor.gov.uk	On-going
MC2 & MC3	Improve PTW user safety	Support the actions of the road safety strategy including: • Action on key accident routes • Safety education of PTW users • Raise awareness of PTW needs for all road users • Promotion of training and provision of information for training providers.	On-going
MC2 & MC3	Continued integration of PTWs into Warwickshire's transport system	Provision of secure parking and at lockers at public transport interchanges and where appropriate within the highway. Where appropriate allow PTWs access to Controlled Parking Zones, buses lanes and Advanced Stop Lines Ensure that the needs of PTWs are addressed in new developments and highway alterations.	Medium term On-going as scheme emerge On-going
MC1 & MC3 & MC4	Promote PTW use to reduce the impact of transport on the environment, minimise congestion and improve safety.	When negotiating or advising on the development of Travel Plans ensure the potential and benefits PTWs are highlighted. Continue to support the Warwickshire's Powered Two Wheeler Users Forum and through the forum promote the sustainable use of PTWs Develop and support a PTW education and awareness promotion programme Continue to work with other authorities, cross-boundary action groups, Warwickshire Casualty Reduction Partnership, training and assessment bodies to promote PTW policy	On-going On-going Short-term On-going
MC2	Consider the needs of PTWs in the maintenance of existing and construction of new highway infrastructure	Review, adopt and disseminate Institute of Highway Incorporated Engineers (IHIE) guidelines for highway engineers outlining areas that should be considered in order to meet the needs of PTWs. Investigate the nature of sustainable motorcycle use with a view to promote sustainable travel behaviour. Promote targeted information to PTW users on reporting procedures for highway maintenance issues	Short-term Medium-term On-going

Table 12.1 Actions, schemes and measures

Targets And Monitoring

Monitoring the delivery of the actions outlined in the Action Plan will be an important part of the management and control process. Progress against the identified actions and standards will be reviewed on a regular basis (at least annually) to make certain that the Action Plan is achieving the desired outcome.

The monitoring, benchmarking and measuring of targets will allow changes to be identified, incorporated and updated in due course.

Table xxx sets out the main targets and performance indicators that will be used to assess progress with the PTW Strategy.

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PTW Strategy Targets & Performance Indicators			
Targets	**Performance Indicator**	**Source of Data**	**Frequency of Analysis**
Ensure that dedicated secure on or off-street PTW parking facilities are available in Bedworth, Nuneaton, Rugby, Kenilworth, Leamington, Warwick and Stratford town centres by 2010	Completed implementation of parking facilities	WCC/Districts/Boroughs	Annual
Develop and support a PTW education and awareness promotion programme	Developed programme	WCC/PTW forum	Annual
Review, adopt and disseminate Institute of Highway Incorporated Engineers (IHIE) guidelines for highway engineers outlining areas that should be considered in order to meet the needs of PTWs.	Completed guidelines	WCC	Annual

Table 12.2 Targets and indicators

References

[_ftn1] Advisory Group on Motorcycling: final Report to Government, August 2004

[_ftn2] Analysis of Police Fatal Motorcycle Accident Reports, TRL Report 492 2001

[_ftn3] Multivariate Analysis of Motorcyclists' Accident Risk Factors, TRL

[_ftn4] DETR – Focus on Personal Travel, 2001

[_ftn5] DETR – Focus on Personal Travel 2001, Trips per person per year by distance and main mode: 1998/2000

[_ftn6] Motorcycles and Congestion: The Effect of Modal Split Department for Transport (with support from Transport for London) August 2004

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Public Transport Strategy 13

Background

Warwickshire's Public Transport Strategy provides the strategic framework for the public transport mode specific strategies covering Buses, Passenger Rail, Community Transport, Taxis and Private Hire Vehicles. The Public Transport Interchange Strategy and the Bus Information Strategy are also crucial to delivering better public transport.

The purpose of this strategy is to set out what is needed in Warwickshire to ensure excellent public transport services and facilities which will address the needs of both current and potential passengers in Warwickshire and deliver the transport objectives of the Government and the County Council.

The target audience for this strategy includes a wide range of stakeholders comprising the residents of Warwickshire, public transport passengers and representative organisations, voluntary groups, the Department for Transport, the Council's local authority and regional partners, bus operators, Network Rail, train operators, the Highways Agency and regulatory bodies.

The County Council is convinced that the underlying principle of the Public Transport Strategy must be to provide for the travel needs of passengers. Customers' needs should come before the operational and commercial requirements of the public transport providers.

The timescale of the strategy is primarily the period 2005-2011, but it also provides a medium term framework for the future development of public transport up to 2016 and a less detailed longer term direction for the period after 2016. This is forward-thinking approach is crucial as the delivery of public transport initiatives involves a wide range of stakeholders and the timescales for the schemes and measures will need to be flexible to take advantage of the implementation opportunities as they arise.

An effective transport network is essential in order to give people, in both the urban and rural areas of Warwickshire, access to the opportunities and benefits that contribute to the enjoyment of a better quality of life. Public transport needs will continue to be met by bus, passenger rail, community transport services or similar initiatives or any appropriate combination of these modes. Each of these activities and modes have interlinked strategies and common aims and their provision will be integrated to provide the most effective transport service.

The effectiveness of transport links extends, not only to its provision, but also to difficulties in physically accessing what is provided, and other equally important issues such as the level of fares, journey time, personal security and comfort.

A further aspect, which needs to be taken into account, is that peoples' travel needs are not constrained by administrative boundaries. This strategy therefore considers cross-boundary services and services operating wholly within Warwickshire on an equal basis. This approach, in terms of delivery, makes effective partnership working with adjoining local authorities, regional and other stakeholders, users and transport providers absolutely essential. The County Council is committed to this way of working and partnership is a recurrent theme through the Public Transport Strategy and the public transport mode specific strategies.

Coaches

The Bus Strategy deals specifically with the contribution bus services make in providing an effective transport network. However, the term 'bus' should be read to include scheduled coaches as these play an important role in providing a more direct, express-type, service which can be appropriate for some local travel demands.

Coach facilities exist in the main towns. In Stratford upon Avon, there are two designated coach parks, one of which (Windsor Street) has limited capacity, while the other (behind the Leisure Centre) has space for over fifty coaches. Existing coach parking facilities are generally under utilised in Rugby, although the reasons for this are unclear, improved facilities may improve utilisation to the wider benefit of the town centre. In Warwick, coach parking facilities are limited with only one express stop in the town centre, although new facilities to support the tourist market and to provide layover facilities are to be provided as part of the St Mary's Land development. A coach drop-off and collection point is provided in Leamington town centre although no layover facilities are provided.

Coach Parking is considered in Policy P7 of the Parking Strategy:

We will support the provision of coach services as part of an integrated public transport system, support Warwickshire's tourist industry and manage the impact of coach parking on highway network by:

- Providing safe and convenient access to coach services in a way which also minimises adverse impacts on traffic operation; and,
- Working with District and Borough Councils to identify and provide suitable off-street layover facilities for coaches.

It is intended to incorporate a coach interchange at the proposed Park & Ride site for Leamington Spa and Warwick, and facilities to interchange with National Express at Warwick Parkway.

13 Public Transport Strategy

Public Transport Strategy Objectives

The starting point for this Public Transport Strategy is the overall transport objectives of the Local Transport Plan 2005 which have been developed to reflect national, regional and local policy which are:

- To improve accessibility through the transport system in order to promote a fairer, more inclusive society;
- To seek a transport system which will promote full employment and a strong, sustainable local and sub-regional economy;
- To reduce the impact of transport on the environment through the management and control of adverse impacts; and
- To improve the environment and safety of people when they are using the transport system; and
- To encourage the integration of transport, both in terms of policy planning and the physical interchange of modes.

The Public Transport Strategy will contribute to achieving the objectives in the LTP by promoting a public transport network, which:

- Offers accessibility through the public transport system, both in terms of physical access to transport and its availability, to the widest cross section of the population;
- Gives people (including those who do not have access to cars) more travel choices to access work, services and leisure activities;
- Offers affordable fares to passengers;
- Provides an attractive and sustainable travel alternative to the car thereby helping to reduce traffic congestion and pollution levels and improving air quality and the environment; and
- Encourages integration with other modes of transport.

The Strategy

The vision of Warwickshire County Council's Public Transport Strategy is:

'An affordable, accessible, safe, convenient, environmentally sustainable and integrated public transport network, capable of attracting an increasing market share for public transport thereby contributing to the achievement of the objectives in the Warwickshire's Local Transport Plan 2005'.

The aim of the Public Transport Strategy is to grow the market for public transport by making the product attractive both to existing and potential users alike. It will achieve significant improvement in the provision of public transport services and facilities to the people of Warwickshire by following a customer-driven approach designed to identify and overcome barriers to the use of public transport.

The Public Transport Policies

Policy PT 1

Partnership

The County Council will work with the Department for Transport, Transport Operators, Regulatory Bodies, Centro, local authorities, users and other stakeholders to progress the delivery the policies set out in the Public Transport Strategy and the Public Transport Subsidiary Strategies.

Policy PT 2

Public Transport Modes

The Public Transport Strategy Objectives will be delivered through the following strategies:

- The Bus Strategy;
- The Bus Information Strategy;
- The Passenger Rail Strategy;
- The Community Transport Strategy;
- The Taxis & Private Hire Vehicles Strategy; and
- The Public Transport Interchange Strategy.

Policy PT 3

Integration

The operation of the public transport mode strategies will be integrated with each other and with the other polices of the County Council to ensure the most effective public transport provision, both in terms of costs and transport benefits.

Policy PT 4

Public Transport Service Subsidies

The County Council's funds for the financial support of public transport services will be allocated in accordance with the 'Criteria for the Provision and Financial Support of Essential Transport Links', which is set out below.

Policy PT 5

Value for Money

The County Council will ensure value for money in the delivery of public transport schemes and measures by:

- Promoting integrated solutions to transport problems which consider all public transport modes together with other transport modes and other wider national, regional and local policy imperatives;
- Maximising funding from third parties, including the private sector;
- Undertaking, whenever feasible and appropriate, bearing in mind the nature of the scheme or measure:

  - An economic assessment to establish a cost: benefit ratio in respect of the scheme or measure and also taking into account the benefits which are not quantifiable in financial terms;
  - A 'Business Case Audit', (i) to establish the incidence of costs in relation to financial and other benefits and to ensure that the beneficiaries' contributions are proportional to the benefits received and (ii) to aid consideration of potential 'profit-sharing' or 'claw-back' arrangements to secure the County Council's financial position.

- Adopting a 'Best Practice' approach in respect of other schemes and measures by comparison with the costs and benefits of similar schemes or measures introduced elsewhere.

Criteria for the Provision and Financial Support of Essential Transport Links

Introduction

An effective transport network is essential in order to give people, in both urban and rural areas of Warwickshire, access to the opportunities and benefits that contribute to the enjoyment of a better quality of life.

To enjoy a balanced lifestyle and to take advantage of opportunities, which arise, people need to be able to access a wide range of facilities, including work, education, training, healthcare, shopping, social activities and leisure.

For people without access to a car, the lack of appropriate transport links restrict the possibilities of benefiting from these facilities and opportunities.

In this context, the 'appropriateness' of transport links extends, not only to its provision, but also to difficulties in physically accessing what is provided and other equally important issues such as the level of fares, journey time, personal security and comfort.

The County Council is committed to meeting its responsibility to improve accessibility in order to reduce both the perception and reality of this type of social exclusion in Warwickshire.

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This document deals specifically with the contribution which conventional bus and rail services, voluntary and community transport schemes, flexible transport services, demand responsive systems and other innovative transport initiatives will make in promoting social inclusion and how the County Council will provide and financially support essential transport links.

In this document, the use of the term 'public transport' (as opposed to 'private transport') includes the range of transport services and initiatives, which are referred to in the preceding paragraph.

Policy Background

The overall objectives of the Local Transport Plan 2005 have been developed to reflect national, regional and local policies and the Public Transport Strategy 2005 seeks to contribute to the achievement of those objectives through the individual public transport mode strategies.

This criteria sets out the County Council's priorities in providing financial support for public transport services. It is anticipated that this criteria will be refined to take account of transport needs identified through the strategic and local accessibility assessments as set out in The Accessibility Strategy.

The Criteria

The criteria reflect the focus of accessibility policy documents on access to destinations rather than access to transport.

The criteria are based on five principles:

- Social exclusion can occur in urban as well as rural areas;
- A minimum level of accessibility through the provision of essential transport links should be provided for all the residents of Warwickshire. The criteria do not seek to constrain higher service levels nor to reduce existing higher service levels to conform with this criteria, but establishes the provision of the minimum level of service for all as a first priority. Focused spending to achieve specific accessibility targets is essential in the context of constrained funding;
- The criteria are not designed to be prescriptive and are envisaged as a first step in developing them to be more finely attuned to peoples' needs for essential transport links. It is proposed to undertake reviews regularly to ensure they are not only delivering improvements in transport provision but are enabling greater levels of access for the residents of Warwickshire;
- Accessibility levels should reflect levels of transport need at a local level. There is a wide range of complicated factors which give rise to transport need including age, income and health. With the object of producing simple easily understood criteria, the level of car availability has been used as a proxy for the effect of these various factors. As a result, the transport links for settlements of roughly the same size will differ, depending on the level of car ownership; and
- The most effective option or a mix of options will be used to provide essential transport links, including conventional bus and rail services, voluntary and community transport schemes, flexible transport services, demand responsive systems and other innovative transport schemes, which may be developed in the future. This approach follows Government guidance that the potential for voluntary or community transport should be maximised a part of an integrated public transport network.

The new criteria will consider the need to provide additional transport links by assessing existing transport provision in terms of:

- Affordability;
- Accessibility;
- Availability;
- Acceptability; and
- Simplicity of Use.

How the Criteria Operate

The criteria takes as its baseline the number of households in distinct settlements and communities, derived from the 2001 Census.

The appropriate level of accessibility for each settlement or community is based on a 'Weighted Household Index'. This takes into account the level of car ownership as well as size of population.

The weighting reflects the results of the West Midlands Travel Survey in respect of Warwickshire that households without a car are four times more likely to use a public transport service.

Destinations have been classified as 'Main Service Centres', which provide a range of employment, retail, health (including a general hospital) and leisure opportunities and 'Service Centres' which provide basic employment, retail and health (GP surgery and pharmacy) opportunities. The classifications are shown in Table 13.3.

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Essential transport links for each settlement and community are defined on the basis of the 'Weighted Household Index'. In very broad terms, the categories of essential transport links coincide with small settlements, larger settlements, small villages, large villages and towns. However, there will be exceptions that will reflect the level of car ownership in those particular settlements and communities.

The standards are shown in Table xx:

Standards	
Level of Accessibility	**Essential Transport link**
1	Daytime off-peak journey and return once a week to a Service Centre.
2	Daytime off-peak journey and return on Mondays to Saturdays to a Service Centre.
3	Morning peak journey and evening peak return journey on Mondays to Saturdays to a Main Service Centre; A minimum of two daytime off-peak journeys to a Main Service Centre.
4	Morning peak journey and evening peak return journey on Mondays to Saturdays to a Main Service Centre; Daytime off-peak journeys every hour on Mondays to Saturdays to a Main Service Centre.
5	Morning peak journey and evening peak return journey on Mondays to Saturdays to a Main Service Centre; Daytime off-peak journeys every hour on Mondays to Saturdays to a Main Service Centre; Evening and Sunday journey and return to a Main Service Centre.

Table 13.1 Standards

The accessibility standards that are defined as being appropriate for each community and settlement following the above process will be compared with the existing transport provision to establish any shortfall.

This comparison is based on whether the existing transport link is:

Affordable

- The adult single or return fare should not exceed the full cost of the equivalent journey by car unless this can be justified as a premium fare in respect of a significantly faster journey time. The cost of the journey by car will be calculated in accordance with the current AA Petrol Car Running Costs for a car costing £10,000 with an annual mileage of 15,000; and
- A concessionary fare scheme should exist which, for persons entitled, should reduce the 'affordable' fare for the journey by at least 50%.

Available

- The existing provision should comply with the essential transport link that is appropriate for the specific community or settlement; and
- The access time to the vehicle providing the transport link should not exceed thirteen minutes.

Accessible

- The vehicle providing the transport link and the point of boarding and alighting should enable the passenger to access the vehicle unaided or with assistance; and
- Pedestrian and other routes to the point of boarding should accord with the standards set out in the Local Transport Plan Walking Strategy and the Cycling Strategy. The access to the point of boarding by people who have difficulties because of health or mobility problems should be addressed.

Acceptable

- The transport link should be of sufficient quality, particularly in terms of reliability and punctuality, that a potential passenger should be confident in relying upon it;
- The vehicle providing the transport link should provide (i) an acceptable ride in reasonable comfort, (ii) appropriate heating and ventilation for the season of year, and (iii) both a reality and perception of personal security and safety;
- Staff operating the transport link should have received appropriate driver training, be helpful and courteous and have received customer service training;

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- The length of the journey in time by the transport link should be similar to the equivalent journey by car using substantially the same route unless this can be justified by a significantly reduced fare. The length of the journey in time will exclude the access time to the vehicle providing the transport link; and
- The length of stay at the destination enabled by the transport link should, as a broad guide, be approximately two hours for a retail or health visit and approximately three and a half hours for an Evening or Sunday visit.

Simple to Use

- Timetables, routes and fares should be easy to understand and be simple to use.
- In cases where the minimum accessibility standard is not met the County Council will seek to secure an appropriate service.

Indicators and Monitoring

Public Transport Strategy - Local Indicators			
Local Indicator	**Performance Indicator**	**Source of Data**	**Frequency of Analysis**
Improve accessibility for Warwickshire residents in the Main Urban Areas* from a 2005 base of 90% to 95% by 2011	Percentage of Warwickshire households with essential transport links in accordance with these criteria.	WCC	Annual
Improve accessibility for Warwickshire residents outside Main Service Centres from a 2005 base of 79% to 85% by 2011	Percentage of Warwickshire households with essential transport links in accordance with these criteria.	WCC	Annual
* Main Urban Areas are Rugby, Leamington Spa/Warwick, Nuneaton/Bedworth and Stratford-upon-Avon			

Table 13.2 Local indicators

Classification of Destinations

Classification of Destinations	
Main Service Centres	**Service Centres**
Rugby	Bedworth
Leamington & Warwick	Kenilworth
Nuneaton	Atherstone
Stratford	Shipston
Banbury	Coleshill
Coventry	Southam
Hinckley	Moreton-in-Marsh
Tamworth	Lutterworth
Daventry	Chipping Norton
Redditch	Chipping Camden
Northampton	
Leicester	
Sutton Coldfield	
Birmingham	
Evesham	
Solihull	

Table 13.3 Classification of destinations

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Introduction

The purpose of this Strategy is to set out what is needed in Warwickshire over the next five years to ensure excellent bus services that will address the needs of both current and potential passengers in Warwickshire and deliver the transport objectives of the Government and the County Council.

Section 110 of the *Transport Act 2000* requires Warwickshire County Council to prepare a "…*bus strategy containing their general policies as to how best to carry out their functions, in order to secure that -*

- *Bus services meet the transport requirements;*
- *Bus services are provided to the correct standards; and*
- *Appropriate additional facilities and services are provided, as the authority consider should be provided."*

The target audience for this strategy includes a wide range of stakeholders comprising the residents of Warwickshire, the residents of Warwickshire, bus passengers and representative organisations, voluntary groups, the Department for Transport, the Council's local authority and regional partners, bus operators, the Highways Agency and regulatory bodies.

The County Council is convinced that the underlying principle of the Bus Strategy must be to provide for the travel needs of passengers. Customers' needs should come before the operational and commercial requirements of the public transport providers.

The timescale of the strategy is primarily the period 2005-2011, but it also provides a medium term framework for the future development of bus transport up to 2016 and a less detailed longer term direction for the period after 2016. This forward-thinking approach is crucial as the delivery of public transport initiatives involves a wide range of stakeholders and the timescales for the schemes and measures will need to be flexible to take advantage of the implementation opportunities as they arise.

An effective transport network is essential in order to give people, in both the urban and rural areas of Warwickshire, access to the opportunities and benefits that contribute to the enjoyment of a better quality of life. Public transport needs will continue to be met by either bus, rail, community transport services or similar initiatives or any appropriate combination of these modes. Each of these activities and modes have interlinked strategies and common aims and their provision will be integrated to provide the most effective transport service.

The effectiveness of transport links extends, not only to its provision, but also to difficulties in physically accessing what is provided, and other equally important issues such as the level of fares, journey time, personal security and comfort.

This Strategy deals specifically with the contribution bus services make in providing an effective transport network. In this strategy, the term 'bus' should be read to include scheduled coaches as these play an important role in providing a more direct express type service which can be appropriate for some local travel demands.

A further aspect, which needs to be taken into account, is that peoples' travel needs are not constrained by administrative boundaries. This strategy therefore considers cross-boundary services and services operating wholly within Warwickshire on an equal basis. This approach, in terms of delivery, makes effective partnership working with adjoining local authorities, regional and other stakeholders, users and transport providers absolutely essential. The County Council is committed to this way of working and partnership is a recurrent theme through the Public Transport Strategy and the public transport mode specific strategies.

This document outlines:

- The objectives of the strategy;
- Local, regional and national policy framework in which the bus network operates;
- The demand for bus services;
- Warwickshire's existing bus network;
- Consultation processes;
- The Bus Strategy developed in response to the above;
- Constraints on delivering the Bus Strategy;
- The Action plan for delivery and proposed schemes and measures;
- Monitoring of the action plan.

The Action Plan is a realistic implementation mechanism in the light of the constraints, with a monitoring and review process against set targets.

Bus Strategy Objectives

The starting point for this Bus Strategy is the overall transport objectives of the Local Transport Plan 2005 which have been developed to reflect national, regional and local policy which are:

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- To improve accessibility to the transport system in order to promote a fairer, more inclusive society;
- To seek a transport system which will promote full employment and a strong, sustainable local and sub-regional economy;
- To reduce the impact of transport on the environment through the management and control of adverse impacts;
- To improve the environment and safety of people when they are using the transport system; and,
- To encourage the integration of transport, both in terms of policy planning and the physical interchange of modes.

The Bus Strategy will contribute to achieving the objectives of the LTP by promoting a bus network, which:

- Offers accessibility through the public transport system, both in terms of physical access to transport and its availability, to the widest cross section of the population;
- Gives people (including those who do not have access to cars) more travel choices to access work, services and leisure activities;
- Offers affordable fares to passengers;
- Provides an attractive and sustainable travel alternative to the car thereby helping to reduce traffic congestion and pollution levels and improving air quality and the environment; and,
- Encourages integration with other modes of transport.

Policy & Context

Statutory Requirement

Warwickshire County Council is required under the 1985 Transport Act to *"…secure the provision of such public passenger transport services as the council consider it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose.."* and `*"…to formulate from time to time general policies as to the descriptions of services they propose to secure.."*

National Policy

The White Paper *'A New Deal for Transport: Better for Everyone'* published in 1998 set out the Government's approach to modernising the country's transport system. The Government set out five overarching objectives for transport:

- To protect and enhance the built and natural environment;
- To improve safety for all travellers;
- To contribute to an efficient economy and support sustainable economic growth in appropriate locations;
- To promote accessibility to everyday facilities for all, especially those without a car; and,
- To promote the integration of all forms of transport and land use planning, leading to a better, more efficient transport system.

A key theme of the White Paper is transport integration and identifies buses as an important element of an integrated transport strategy.

The Government's thinking on the improvement of buses was detailed in the subsequent 'daughter' document '*From Workhorse to Thoroughbred: A better Role for Bus Travel* ' published in March 1999.

'From Workhorse to Thoroughbred' outlined the approach in which bus operators and local authorities should work together to achieve quality bus services. These included:

- A new framework for local authority influence over buses;
- Statutory backing for quality partnerships through the introduction of statutory powers;
- A package of measures to promote stability;
- Promotion of the need for good quality passenger information;
- Encouraging more flexible ticketing by promoting good practice;
- Minimum standards for concessionary fares;
- Service frequency enhancements – clarifying the legal position so that local authorities can buy in additional frequency on commercial services.

In 2000 the Government published the 10 Year Plan for Transport up to 2010-11 with a series of targets for bus transport aimed at improving the performance of and accessibility to bus services with the twin aims of increasing bus demand and reducing social exclusion. In particular, improvements were sought in terms of punctuality, reliability, patronage with new targets for accessibility, including the achievement of a one third increase in the proportion of households in rural areas within 10 minutes walk of a minimum service of an hourly bus service. The 10 Year Plan also placed an emphasis on reducing social exclusion and tackling congestion.

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In July 2002, the Government and Local Government Association agreed a set of seven shared priorities for local government. The shared priority for transport includes improving accessibility and public transport and addressing the problems of congestion, pollution and safety.

The Government's White Paper, '*The Future of Transport: a network for 2030*', July 2004 states:

- "We need to make better use of buses to help reduce congestion and tackle social exclusion…"
- "Our bus services must be punctual, good value, frequent and reliable, seamless, safe, clean, comfortable and attractive…"
- "Improved bus services must be at the heart of Local Transport Plans designed to improve access to jobs and services, particularly for those most in need…"
- "Most areas will be best served by continuing with the current partnership arrangements but we want some local authorities to consider more radical options…"

This Bus Strategy has also been developed to complement the aims and objectives of national planning policy guidance, specifically PPG6 'Town Centres and Retail Development' and PPG13 'Transport'.

Regional Policy

Regional Planning Guidance for the West Midlands (RPG 11) published in June 2004 states that "the development of an integrated public transport network where all people have access to high quality and affordable public transport services across the Region is a key element of the Regional vision" (Policy T5A).

RPG 11 encourages local authorities, transport operators and other agencies to work together towards achieving the Regional vision thereby providing attractive and reliable alternatives to the use of the private car (Policy T5B).

The specific provisions in RPG 11 relating to areas such as Warwickshire require the development of an integrated hierarchy of public transport services with priority given to the improvement of services and interchanges within urban areas and the development of links with catchment areas. In rural areas, priority should be given to the development of community and public transport services, particularly those providing links from rural hinterlands to key local service centres (Policy T5D).

Policy T5E states that the aim of the public transport policies is to achieve a frequent, reliable, affordable, secure and attractive public transport service that takes into account the needs of all users, including disabled people and others with reduced mobility.

West Midlands Area Multi-Modal Study

The West Midlands Area Multi-Modal study was one of a number of area-based studies announced in the Transport White Paper. The aim of the study was to find solutions to problems in all modes of surface transportation that would enable development of an integrated 30-year strategy.

Amongst the key recommendations of the study was the development of a network of 'Super Showcase' bus routes to serve the West Midlands Conurbation. One of the routes suggested would operate between Tamworth – Birmingham International Airport – Solihull – Stratford upon Avon to provide a public transport alternative to the M42 Motorway.

West Midlands to East Midlands Multi Modal Study

The objective of this study was to recommend a long-term strategy on a 30 year timescale "to address the economic, environmental and social development needs across the two regions".

The bus/coach based measures recommended in the study were the implementation of:

- Coleshill Multi-Modal Interchange;
- A quarter hourly rail-bus link from Birmingham International Airport to Coleshill MMI with hourly services forwarding to:
- Nottingham via Ashby de la Zouch & East Midlands Airport;
- Derby via Ashby de la Zouch & East Midlands Airport;
- Burton upon Trent via Tamworth, Ashby de la Zouch & Swadlincote;
- Loughborough via Tamworth, Ashby de la Zouch, East Midlands Airport and Coalville.
- A substantial improvement of public transport provision between Coventry and Nuneaton;
- A strategic park and ride cordon around the West Midlands;
- Measures to improve public transport passenger facilities, integrated ticketing and fares, coordination of services, accessibility and to reduce social exclusion

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The BIANCA Study

A study entitled *The Birmingham International Airport and The National Exhibition Centre: Improving Access From the North East Catchment Area* (BIANCA) was undertaken during 2003 by a steering group representing a wide range of stakeholders. This study was, in effect, an extension, at a more detailed level, of the West Midlands to East Midlands MMS into the area of the M42 corridor.

The study took as its 'Base Case' the opening of Coleshill Multi-Modal Interchange with the planned local bus connections and (i) assessed a number of further options over the time periods, 2004-2011, 2012-2021 & 2022-2031 and, (ii) on the basis of the assessments, recommended which options should be progressed.

The bus/coach elements of the recommended options were:-

- A dedicated integrated coach link between Coleshill MMI and Birmingham International Airport/National Exhibition Centre (2004-2011);
- Direct coach services between Birmingham International Airport/NEC/Coleshill MMI and Nottingham and possibly Derby, Loughborough & Leicester (2004-2011);
- Develop local bus network including Tamworth - Birmingham International Airport/National Exhibition Centre and extend operating hours (2004-2011);
- Further development of commuter bus services to Birmingham International Airport/National Exhibition Centre (2012-2021);
- Extend bus network area and improve service levels at peak times (2012-2021).

The Coventry/Solihull/Warwickshire Sub-Region

The two key corridors that are unique to the Sub-Region over and above those which reflect its relationship to the rest of the West Midlands Region are the North-South Corridor (Nuneaton - Kenilworth - Leamington - Coventry - Bedworth - Nuneaton) and the M42 Corridor (Tamworth - Coleshill - Birmingham International Airport (BIA) - National Exhibition Centre (NEC) - Solihull - Stratford upon Avon).

The BIANCA Study referred to above considered public transport travel needs in respect of the M42 Corridor. A further study led by Solihull Metropolitan Borough Council in partnership with regional and sub-regional partners, BIA and the NEC looked at possible improvements to links to the Airport and the NEC from both the north and the south of the M42 Corridor. Following this work a primarily bus-based major scheme bid was submitted in 2004 for Government approval and a decision is currently awaited.

The start of the process of considering the North-South Corridor in a sub-regional context was the Coventry Area Network Study (CANS) that was commissioned jointly by Coventry City Council, Centro and Warwickshire County Council in 2001. CANS concluded that the main public transport focus for Coventry would, in the short term, be bus-based. The study also identified that there was potential, in the longer term, to develop a form of light rail in the Coventry-Bedworth-Nuneaton corridor. Following further detailed work, the Government approved a major scheme bid for a citywide quality bus network in Coventry. A further major scheme bid for the first phase of a Coventry Rapid Transit network on the Foleshill Road corridor in Coventry was submitted for Government approval in 2004.

Currently, the County Council, Coventry City Council, Solihull Metropolitan Borough Council and Centro are working closely together in the Sub-Regional Partnership on a number of transport studies for the North-South Corridor looking at the whole length of the corridor and the surrounding areas. It is proposed that this partnership framework will be the mechanism for delivering public transport improvements in the corridor. The studies are investigating a combination of improved heavy rail services, Light Rail and Guided Bus or other innovative public transport systems. The rail and bus studies have now reported and the light rail is due to report shortly.

The bus/coach elements of the recommended options (which will need to be reviewed following completion of the light rail study) are:-

- Extension of Coventry Bus Rapid Transit to Nuneaton, to Warwick University and to Kenilworth and/or Stoneleigh (2006-2011);
- Extension of Bus Showcase/Quality Bus Corridor networks (2006-2011);
- Extension of Bus Rapid Transit Real Time Information System to local bus network (2006-2011)
- Extension of Bus Rapid Transit to Galley Common - if new rail station not viable - and to Leamington Spa (2007-2016);

Local Policy

The Warwickshire Structure Plan 1996-2011

The Structure Plan contains the following transport policies that are specifically relevant to bus and coach services:

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Policy T1 - Where travel is necessary, through the Local Transport Plan and in considering transport related development proposals, the County Council will:

- promote affordable transport for people on low incomes;
- increase accessibility for disabled people and others with mobility problems;
- provide alternatives to using cars, giving the highest priority to improving public transport, the integration of transport and improving facilities for walking and cycling;

Policy T2 - Within the context of minimising private car usage across the County, measures will be implemented to achieve the following targets:

- restrict the predicted growth in peak period vehicular traffic to a maximum 20% of 1999 levels by 2011 (half the forecast of 40%) in the north-south transport corridor, between Nuneaton and Leamington and the major urban areas of Warwick/Leamington, Nuneaton/Bedworth, Rugby, and Stratford upon Avon.
- Significantly increase public transport patronage in the major urban areas and inter-urban areas between 1999 and 2011.

Policy T3 - Measures will be implemented to improve the choice and quality of transport options in the transport corridors, particularly;

- Commuting corridors into the West Midlands conurbation;
- The North/South corridor between Nuneaton and Leamington Spa; and
- The major urban areas of Warwick/Leamington, Nuneaton/Bedworth, Rugby, and Stratford-upon-Avon.

Policy T7 - To provide a genuine alternative to the private car local plans should, within the context of the objectives in T1 and the targets set out in T2, ensure that the needs of public transport services and facilities, to serve both new and existing developments, are fully addressed through land use allocations and the determination of planning applications. Where appropriate local plans should safeguard land necessary for identified public transport facilities.

Proposals will be supported where they contribute to meeting the demand for travel to Birmingham and Coventry, as well as local and longer distance movements.

The Demand for Bus Travel

The scale and distribution of the population in Warwickshire together with their social characteristics will have a major impact on travel patterns and mode of travel. This has been taken into account when developing the Bus Strategy.

Population

The population in Warwickshire has grown far more quickly than the general growth in population of the Region or of England and Wales.

Social Issues

People on low incomes are more dependent upon public transport to access employment, health, education, shopping and leisure opportunities and make up a higher than average proportions of the market for bus travel. The proportion of households on below average incomes varies between the districts in Warwickshire. Pockets of deprivation can be found within all districts. Some wards within the Warwickshire districts are amongst the 10% most deprived in the country. A number of other wards fall not too far outside this category.

Car Ownership

The proportion of households without a car in Warwickshire is 19%, which is below the national average of 27%. However, the proportion of households possessing two cars at 33% is greater than the average for England of 31%. Research has shown that the second car has the greatest effect on public transport, as this car is used for non-peak trips e.g. school runs, directly competing with public transport.

People without access to a car are four times more likely to use a public transport service than people with access to a car.

Source: Warwickshire Statistics in West Midlands Travel Survey 2001

For those without access to a car travel opportunities can be constrained by the limitations of the current public transport network. For example the geographic and time of day coverage of bus and rail services can limit the abilities of those without a car to access employment, health, education, shopping and leisure opportunities.

Research suggests that the number of journeys per annum made by those without access to car is approximately 50% of those with a car.

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Source – Warwickshire Household Survey

Existing Travel Patterns

Within Warwickshire, the main travel movements occur within and between the urban areas in the North/South corridor, i.e. Nuneaton, Bedworth, Coventry, Kenilworth, Leamington Spa and Warwick. There are also significant movements between Rugby and Coventry, and between Warwickshire and Birmingham. Parts of Western Warwickshire also experience a strong demand for travel towards Redditch. Similarly, there are also significant travel demands from parts of North Warwickshire to Tamworth.

Traffic growth across the County has generally followed national growth trends over recent years. Traffic growth has tended to reflect areas where significant development has occurred.

Mode Choice

Car is the dominant mode of travel in Warwickshire. The percentages of journeys to work in Warwickshire by mode shows that in Warwickshire a higher percentage of people travel to work by car (71%) than the average for England and Wales (62%). The proportion of people in Warwickshire travelling to work by bus/coach (3.4%) has declined since 1991. This trend is also reflected at national and regional levels.

Demand for Bus Travel

Parts of Warwickshire such as Nuneaton and Bedworth are characterised by being areas of relatively high public transport use, whilst others, such as Stratford have lower levels of public transport use. Bus services carry the majority of public transport users in Warwickshire, typically over a distance of two to three miles.

Bus patronage has risen in response to the development of Quality Bus Corridors in Warwickshire. Passenger numbers have increased by 30% on three of the four Quality Bus Corridors and by over 10% on the remaining corridor. This compares with national increases in bus demand of 1% - 2%. Similarly, patronage has increased on routes where Quality Bus Initiatives have been introduced.

The Need for a Better Bus Network

The current level of bus use is determined by the bus services on offer and the County Council is convinced that a greater need exists than is being provided for by the existing bus network.

An improved bus network will be essential if the objectives of the Bus Strategy to enable people without access to a car to easily reach a wide range of education, training, employment, shopping and leisure opportunities and to reduce congestion are to be achieved.

Warwickshire residents have said that the main improvements that will encourage them to use buses more are increased service reliability, more convenient routes and more convenient journey times. This market research is detailed later in the 'Customer Research' section of this chapter.

In considering the need for a better bus network, it is important to identify the potential problems that will need to be addressed and the opportunities that will create increased demand for bus travel:-

Problems

- The adverse impact of road congestion on bus service reliability, on passengers views of bus travel and on operators' costs
- The bus network in the County, in terms of coverage, frequency, journey times and hours of operation, is not closely matched with existing and potential future demand for travel by bus;
- Whilst the need for small scale revisions to services to react to changes in demand is appreciated, at a strategic level the bus network is not sufficiently stable for people to make longer term 'life-style' decisions - such as where to live and where to work;
- The bus network does not respond to new sources of potential demand sufficiently early to influence travel patterns;
- Bus services are often expected to meet conflicting travel demands which can lead to a view that services are unsatisfactory;
- Lack of integration between bus and rail services;
- Lack of effective multi-mode through ticketing.

Opportunities

- Congestion is projected to increase and this will encourage travellers currently using cars to investigate alternative transport modes if these meet their needs more effectively;

- New residential developments will create demand for bus services;
- New employment initiatives, such as the Hams Hall Business Park, the Solihull-Warwick Technology Corridor and the Coventry – Nuneaton Regeneration Zone and as a result of the highlighting of Rugby in Regional Planning Guidance as a potential growth area in the West Midlands region will generate additional demand and will need to be served effectively;
- Major redevelopments are proposed for the centres of Nuneaton, Bedworth and Rugby and will provide opportunities to increase the numbers of bus passengers;
- Increasingly flexible working hours will help support improvements to the bus network in terms of coverage and hours of operation;
- Development of '24 Hour / 7 Day ' lifestyle will generate demand for earlier and later bus services – not only for people enjoying the extended facilities but also for those employed in providing them - serving cities such as Coventry and Birmingham and also larger towns such as Leamington Spa and Nuneaton;
- The very close proximity to Warwickshire of Birmingham International Airport, the National Exhibition Centre and several expanding universities will continue to drive the demand for bus travel both in terms of frequency, new routes and hours of operation;

The Existing Bus Network

The bus network is focused on the major urban centres of Coventry, Leamington Spa, Warwick, Rugby, Nuneaton, Bedworth, Kenilworth and Stratford-upon-Avon. These centres have local bus networks.

Linking these urban centres is the inter-urban bus network. Less frequent bus services connect the main villages and smaller settlements with the Urban and Local Centres.

In addition to the Urban and Local Centres, there are a number of major attractors, both in and outside the county that are served by the bus network including Walsgrave Hospital, Warwick Hospital, George Eliot Hospital, Queen Alexandra Hospital, Hams Hall, Birmingham International Airport, The National Exhibition Centre, Warwick University and Coventry University.

The urban centres and the inter-urban bus network are shown in **Figure xxx: Warwickshire's Bus Strategy: The Existing Inter Urban Bus Network.**

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Warwickshire's Bus Strategy
The Existing Inter Urban Bus Network

Leicester

Tamworth

Polesworth

Atherstone

Sutton
Coldfield

Kingsbury

Hinckley

Minworth

Water
Orton

Nuneaton

Coleshill

Bedworth

Bulkington

Birmingham

Keresley

Ash
Green

Birmingham
International
Airport/NEC

Coventry

Shirley

Solihull

Warwick
University

Earlswood

Rugby

Kenilworth

Redditch

Warwick
Parkway

Warwick

Leamington Spa

Studley

Henley
In Arden

Daventry

Southam

Alcester

Wellesbourne

Stratford-
Upon-Avon

Evesham

Lower
Quinton

Shipston-
On-Stour

Banbury

KEY

—— **Bus Route at least Hourly**

-·-·- **Public Transport Service
provided principally by Rail**

Black Text **Out of County Destination**

● **Urban and Local Centres**

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Warwickshire County Council
100018285/2005

Warwickshire
County Council

Current Fleet

The services are operated by a bus fleet with the following characteristics:

- Average age: 7 years
- Percentage with low floor: 30%

Bus Operators

There are currently 26 operators of registered bus services in Warwickshire. The largest bus operator in the area is Stagecoach, which accounts for 67% of all journeys.

The other significant operators in the area are: Travel West Midlands, Arriva Midlands North, First Midland Red, Johnsons, Stratford Blue and Mike de Courcey Travel. There are also a number of smaller companies operating in the area.

The majority of the bus services in Warwickshire are operated on a 'for profit' (i.e. commercial, non-subsidised) basis by private companies. Commercial bus services form the core of the bus network. 89% of bus passenger journeys are made on these services.

To ensure that bus services are provided to other parts of Warwickshire, not served by the commercial bus network, Warwickshire County Council procure additional bus services through competitive tender. These additional, subsidised, bus services account for the remaining 11% of bus passenger journeys.

The council is also responsible for providing daily transport to and from schools and colleges for approximately 9,500 entitled scholars and students. All school transport services are reviewed at least once every four years.

Customer Research

Ongoing consultation, market research, data collection and monitoring of bus services is conducted in order to gain a better understanding of people's needs and expectations. The interview research has provided a detailed picture of the different issues that influence the way people value public transport services in general and bus services in particular. This has helped to produce a Bus Strategy which address the needs of current and potential users and which will deliver the desired outcomes.

CITIZENS' PANEL SURVEY – APRIL 2004

Respondents said that the main features which would encourage them to use public transport or use it more often were:-

- *More Convenient Routes*
- *More Frequent Services*
- *More Conveniently Timed Services*
- *Clean Comfortable Vehicles*
- *More Reliable Services*
- *Clearer Information*
- *Helpful Staff*

The results of the 2004 survey reinforce similar views and priorities from the 2001 All Panel Telephone Survey

Surveys undertaken by Warwickshire County Council also found that:

- 30% of people thought that bus services had got worse
- 48% thought that the cost of public transport had increased
- 50% thought that the lack of transport for people without cars was a major or a significant problem

Other customer research has found that:

- 43% of Warwickshire residents are satisfied with bus services (based on best value performance indicators surveys)
- 53% of bus users in Warwickshire are satisfied with bus services (based on citizens panel surveys)
- 88% of bus users are satisfied with bus services operated under contract to Warwickshire County Council (based on customer comment cards)

The Bus Strategy has been prepared in consultation with a wide range of customers, operators and stakeholders. Warwickshire County Council have incorporated and addressed the results of the consultations and the customer research in the preparation of this bus strategy.

14 Bus Strategy

The Strategy

The vision of Warwickshire County Council's Bus Strategy is:

'An affordable, accessible, safe, convenient, environmentally friendly and integrated network of bus services, capable of attracting an increasing market share for buses thereby contributing to the achievement of the objectives in the Warwickshire's Local Transport Plan 2005'

The aim of the Bus Strategy is to grow the market for public transport in general and bus services in particular by making the product attractive both to existing and potential users. It will achieve significant improvement in the provision of bus services and facilities to the people of Warwickshire by following a customer-driven approach designed to identify and overcome barriers to the use of public transport.

The Bus Strategy seeks to provide a range of measures and proposals, which will result in the growth of the market for bus services.

The four major themes of the Bus Strategy are:

- To increase the quality and reliability of existing bus services;
- To provide new bus services to meet unmet needs;
- To improve the format and distribution of public transport publicity;
- To improve access to bus services.

The Bus Strategy Policies

Details of the specific policies are provided below.

Policy B 1

Partnership

The County Council will work with the Department for Transport, Bus Operators, Centro, local authorities, users and other stakeholders to progress the delivery the policies set out in the Bus Strategy.

Policy B 2

Quality of Service

To meet the overall aim of the Bus Strategy, the County Council will encourage the provision of bus services, which are:

a.   Affordable
b.   Accessible
c.   Available
d.   Acceptable
e.   Simple to Use

Quality Of Service

a. Affordable

- The fare should be less than the full cost of the equivalent journey by car, as estimated by leading motoring organisations. The exception would be that the fare is justified as a premium fare due to providing a significantly faster journey time or enhanced facilities.

b. Accessible

- The design of bus stops, bus stations and vehicles must enable passengers to board or alight from the vehicle unaided or with a reasonable level of assistance;

- Interchange infrastructure should provide for 'seamless' changes between transport modes. This should be assisted by good signage, information and appropriately designed infrastructure;
- Public transport services should be co-ordinated to encourage interchange consistent with the aims of the Public Transport Interchange Strategy, the Passenger Rail Strategy and the Community Transport Strategy with the object of increasing the range of travel opportunities and options for travellers; and
- Pedestrian and cycling routes to bus stops and interchanges should accord with the standards set out in the Walking Strategy and the Cycling Strategy. The access to bus stops and interchanges, particularly by people who have difficulties because of health, physical or sensory difficulties should be addressed.

c. Available

- The bus network should provide a coverage and a level of service, which, as a minimum, meets the period of operation and service frequency standards set out in **Policy BS3** below and shown in **Figure xxx Warwickshire's Bus Strategy: Proposed Inter Urban Bus Network**. The access time to this level of bus service from the users point of origin should not exceed seven minutes.

14 Bus Strategy
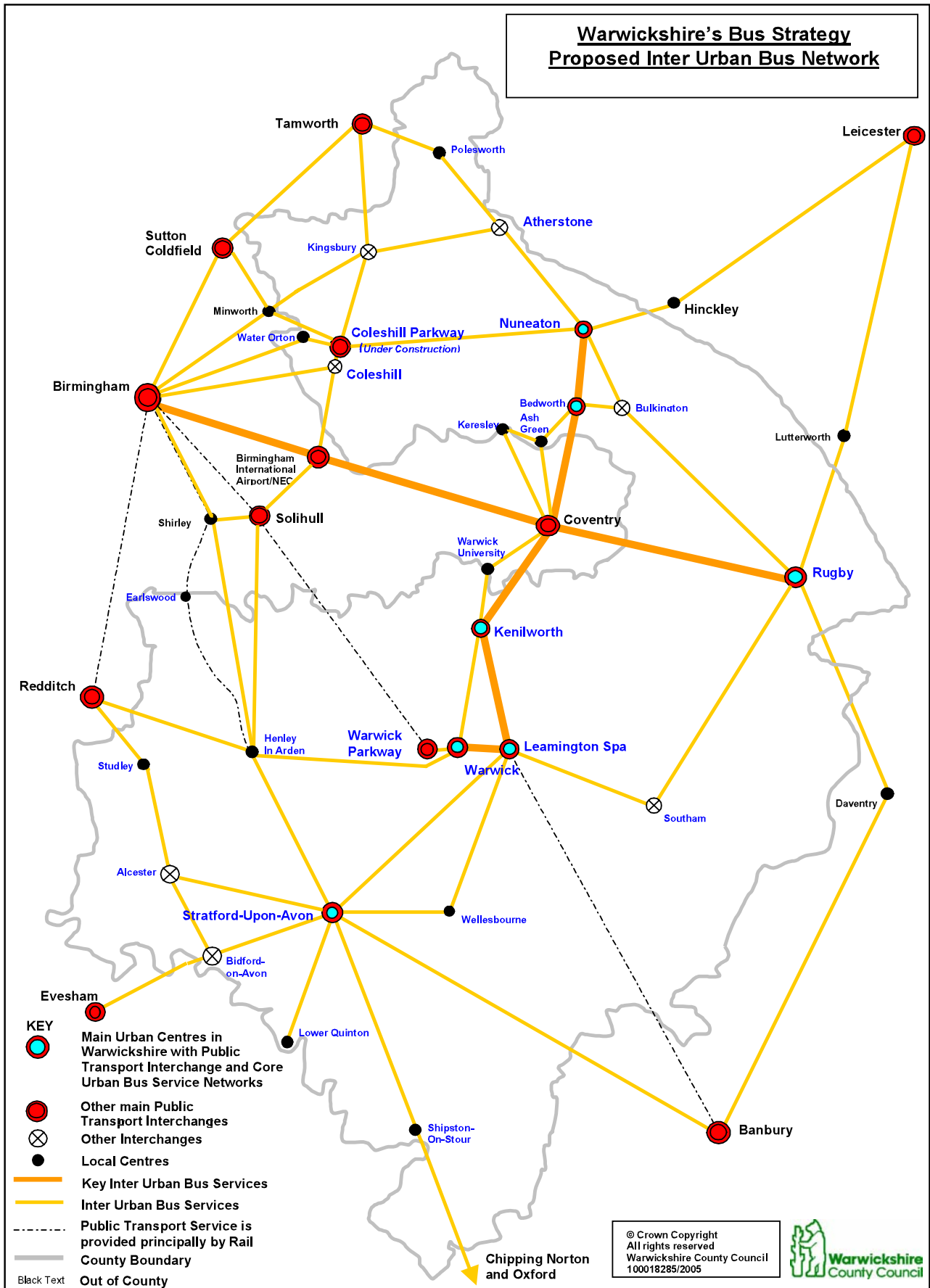
Figure 14.1 Proposed Inter Urban Bus Network

d. Acceptable

- Bus services should be of sufficient quality, particularly in terms of reliability and punctuality that a potential passenger would be confident in relying on them;
- Buses, bus stops, bus stations and interchanges should provide reasonable shelter, comfort, suitable heating (where appropriate) and ventilation for the season of the year and both a perception and reality of personal safety and security;
- Staff should be helpful and courteous and have received both appropriate driver and customer service training; and
- The journey time by bus should be similar to the equivalent journey by car unless this can be justified by a significantly reduced fare.

e. Simple to Use

- Timetables, routes and fares should be readily available, easy to understand and be simple to use;
- Information systems should enable passengers to plan their journeys and provide increased public confidence as to the availability and reliability of bus services consistent with the Bus Information Strategy;
- Full and timely information should be provided or be easily available to   customers in case of disruption to services;
- Integrated ticketing between modes including rail, bus and community transport services should be available, where it is necessary to use different modes to complete a journey.

Policy B 3

The Bus Network Levels of Service

The Bus Network should deliver, as a minimum, a bus network which provides the following levels of service:

Core Urban Bus Services

These services operate in the main urban centres of Warwickshire (Leamington Spa, Warwick, Rugby, Nuneaton, Bedworth, Kenilworth and Stratford-upon-Avon). As a minimum, bus services in these centres will operate at least:

- Every 10 minutes on Mondays to Saturdays between the hours of 0600 and 1900
- Every 20 minutes on Mondays to Saturdays between the hours of 1900 and 2300
- Every 20 minutes on Sundays between the hours of 0800 and 2300

Key Inter-Urban Bus Services

These key inter-urban services provide the bus links between the urban centres of Leamington Spa, Warwick, Nuneaton, Bedworth, Kenilworth, Stratford-upon-Avon, Coventry and between Birmingham via Birmingham International Airport and are shown in Figure 14.2 Warwickshire's Bus Strategy: Proposed Inter Urban Bus Network. As a minimum, these bus services will operate at least:

- Every 30 minutes Mondays to Sundays between 0600 and 2300
- Every 60 minutes Mondays to Sundays between 2300 and 0600

Inter-Urban Bus Services

These inter-urban bus services and the centres that they serve are shown in Figure 14.2 Warwickshire's Bus Strategy: Proposed Inter Urban Bus Network. As a minimum, these bus services will operate at least:

- Every 30 minutes Mondays to Saturdays between 0600 and 1900
- Every 60 minutes Mondays to Saturdays between 1900 and 2300
- Every 60 minutes on Sundays between 0800 and 2300

Other Bus Services

These operate in rural and urban areas and are those services not included in any of the above three categories. As a minimum, these services will operate on days and at a frequency which is consistent with the aims and objectives of the Accessibility Strategy. As a guideline, where sufficient demand exists, this is likely to be at least:

- Every 120 minutes Mondays to Saturdays between 0600 and 2300
- Every 120 minutes on Sundays between 0800 and 1900

14 Bus Strategy

Policy B 4

Step-Change Initiatives

The County Council will develop proposals for a 'step change' in the quality of public transport on the key corridors. Buses and bus-based rapid transit will be considered together with other public transport options.

Policy B 5

New Developments

The County Council will encourage measures to enable good accessibility by bus services to and from new developments and, where appropriate, secure funding from developers towards the costs, consistent with the Land Use & Transportation Strategy.

The Constraints

There are significant constraints to the County Council's ability to deliver the Bus Strategy. It is therefore critical to fully explore and understand these in order to produce an Action Plan.

The Constraints and Effects of the Constraints	
Constraints	**Effects of the Constraints**
The majority of bus services are provided by bus operators on a commercial basis and bus operators focus, therefore, on profitable routes and times of day. The County Council do not have any control over the majority of services.	The commercial bus network is limited in its scope and does not meet the travel needs of people outside the core commercial routes or operating hours. This reduces the attractiveness of bus services both to existing and potential users.
Current legislation allows bus operators to withdraw or change bus services with 56 days notice.	The short timescale for altering a service can create an unstable network and difficulties informing existing and potential users of service changes. The resulting uncertainty can deter people from travelling by bus. The County Council has difficulty in planning a high quality bus network. This can make it difficult to justify investment in bus infrastructure in some locations.
Bus operators often focus the provision of new high quality, accessible buses to the most profitable / core routes.	Leads to use of older buses on other routes constraining the development of a consistent high quality and accessible bus network.
There is a lack of commercial incentives for bus and train operators to integrate and coordinate bus services operated by different operators and bus and rail services.	Discourages interchange between services which would meet the needs of existing and potential users.
There is a general shortage of bus drivers in the bus industry combined with low wages and unsocial hours.	Constrains the ability to enhance levels of bus service and of recruiting high quality operating staff.
There are inconsistencies in the standard of customer care amongst drivers.	Creates poor impression of bus travel and reduces public confidence in the ability of buses to provide a high quality service.
European Union Drivers' Hours regulations increase the costs of longer through services.	Discourages the introduction of services, which would meet the needs of all existing and potential users.
Administrative/technical problems and insufficient commercial incentives for bus and train operators to provide effective multi-mode through ticketing.	Discourages the introduction of ticketing systems which would reduce the higher cost and inconvenience of multi-mode journeys.
Different local authority concessionary fares arrangements curtail the opportunities to travel within and beyond the county.	Constrains the travel opportunities of those eligible for concessionary travel and reduces bus demand, particularly by those with limited or no access to a car.
The availability of financial resources to the County Council is limited. In particular there are limited resources available to provide revenue support for socially necessary tendered bus services and to provide minimum levels of service.	Limited financial resources constrain the ability to achieve to develop a comprehensive high quality bus network. The bus network does not, therefore, fully meet the travel needs of or offer an attractive transport option to existing and potential users.
New developments are not well located for efficient and sustainable access by bus. Contributions toward the cost of providing bus services and passenger facilities are limited in scope.	Contributions are limited usually to a maximum of five years. At the end of this period, if the development is not well located in terms of bus access the bus services may not be sustainable without ongoing financial support. This places an additional pressure on the County Council's limited financial resources to subsidise continued public transport access to developments.

Table 14.1 Constraints

The Effects of the Constraints

These constraints limit the County Council's ability to deliver in full the significant improvements to the bus network which underpin the Bus Strategy. For those areas where the constraints seriously inhibit the ability of the County Council to deliver the Bus Strategy, alternative measures will be used where possible to help progress towards the strategy objectives. These are set out in the Action Plan in the following section.

The Action Plan

The Bus Action Plan has been developed in order to minimise the adverse impact of the constraints on the achievement of the policies in the Bus Strategy. The Action Plan is geared towards meeting customer needs in a way, which recognises existing constraints and opportunities.

For each specific initiative the likely timescale for delivery is identified as either short term, medium term or long term. For the purposes of this strategy, short term will be the period to 2011, medium term will be the period from 2011 and 2016 and long term will be the period 2016 onwards.

14 Bus Strategy

The delivery of bus-based initiatives involves a wide range of stakeholders. In these circumstances, the timescales for the schemes and measures set out below will need to be flexible to take advantage of the implementation opportunities as they arise.

Action AP1 - Partnership

The role of the County Council, working in partnership with the bus industry, customers and other stakeholders, is as the promoter of local bus network improvements. The County Council also has a key role through its statutory responsibilities as Highway Authority and under the Transport Acts 1985 & 2000.

Some bus-based schemes are commercially viable and the County Council would expect these to be funded within the bus industry. However, some schemes are only viable if the wider transport, social and economic benefits are taken into account. As these benefits do not have a cash value for the bus industry an element of public funding will be essential for these schemes to be delivered. The County Council will work with its partners to secure funding from the Local Transport Plan Settlement and from other appropriate sources of funding, including contributions from land developers.

Action AP 2 – Quality of Service

'Affordable'		
Action	**Schemes & Measures**	**Timescale**
Examine opportunities for revisions to fare structures and levels	Work in partnership with bus operators	Short
Develop an improved county-wide concessionary travel scheme, possibly through a free-issue county-wide pass for travel on bus and community transport services	Work in partnership with District/Borough Councils	Short
Investigate opportunities to develop a concessionary travel scheme for cross-boundary bus, rail and community transport services	Work in partnership with bus operators, District/Borough Councils, Centro and other local authorities	Short
Examine opportunities provided for within the relevant transport legislation to implement through ticketing availability between rail, bus and community transport services	Work in partnership with train and bus operators	Short
Promote awareness of the real cost of motoring in comparison to the cost of bus travel	Work in partnership with bus operators, District/Borough Councils, Centro and other local authorities to develop appropriate 'TravelWise', Green Travel and other marketing initiatives	Short

Table 14.2 Action AP2 - Affordable

'Accessible'		
Action	**Schemes & Measures**	**Timescale**
Encourage an increase the provision of low-floor accessible buses on commercial bus services	Work in partnership with bus operators to improve the quality of the bus fleet	Ongoing
Review, upgrade and re-launch existing QBC schemes	Nuneton - Bedworth - Foleshill Road - Coventry	Short/Medium
	Brownsover - Rugby - Bilton - Coventry	Short/Medium
	Warwick - Leamington Spa - Whitnash	Short/Medium
Develop Quality Bus Networks in Main Urban Centres	Project Diamond (Nuneaton & Bedworth)	Short/Medium
Develop further Urban Quality Bus Corridors	Grove Farm - Stockingford - Nuneaton QBC	Short
	Atherstone - Hartshill - Nuneaton QBC	Short
	Lower Hillmorton - Rugby QBC	Short
	Long Shoot - Nuneaton QBC	Short/Medium
	Nuneaton - Attleborough - Red Deeps - George Eliot Hospital QBC	Short/Medium
	Bedworth - Bulkington - Nuneaton QBC	Short

'Accessible'		
	Cubbington - Leamington QBC	Short/Medium
Develop Inter-Urban Quality Bus Corridors	Rugby - Wolston - Binley - Coventry	Short
	Stratford - Wellesbourne - Warwick - Leamington	Short
	Tamworth - Coleshil - BIA/NEC - Solihull - Stratford	Medium
Increase the number of low-floor buses on high demand tendered bus services through the introduction of further Quality Bus Initiatives	North Warwickshire - Coleshill MMI - Birmingham International Network QBI	2006-2007
	Arley/Birchley Heath - Nuneaton QBI	2007-2008
	Leamington - Tachbrook - Kineton - Stratford QBI	Short
	Rugby - Clifton - Newton	Short/Medium
	Hatton Park - Warwick - Heathcote - Leamington QBI	Short/Medium
	Lillington - Leamington Spa QBI	Short/Medium
Enhance facilities at bus stops and public transport interchanges consistent with the aims set out in the Public Transport Interchange Strategy.	Coleshill Parkway	2006-2007
	Rugby Rail Station	Short
	Nuneaton Rail Station	Short
	Atherstone Bus Station	Short
	Nuneaton Bus Station	Short/Medium
	Stratford-upon-Avon Rail Station	Short
Promote integration between bus, rail, express coach and community transport services	Work in partnership with bus operators, train operators, express coach operators and community transport providers to improve integration between services	Ongoing
		Short
	Continue to integrate the Warwickshire County Council tendered bus services with rail services and community bus services	Short
	Work in partnership with Birmingham International Airport, bus operators, train operators, express coach operators to promote a dedicated coach link between Coleshill Parkway and Birmingham International Airport	
Secure long term maintenance arrangements for bus shelters funded through advertising revenue	Complete county-wide agreement with contractors	Short
Seek to safeguard sites with the potential for improved public transport facilities	Work in partnership with Local Planning Authorities and developers	Ongoing

Table 14.3 Action AP2 - Accessible

14 Bus Strategy

Background Information

QUALITY BUS INITIATIVES........

……are another form of partnership with Bus Operators and are designed to up-grade the image of bus travel on services operated under contract to the County Council.

The County Council provides high quality low-floor accessible buses for the service, increases frequency and improves the service patterns and routings to create an attractive service, leads a special marketing and publicity effort and funds selective accessibility and waiting improvements at key stops.

Buses are liveried as County Council's ' **COUNTYLINKS** *'.*

Passengers on QBI services have increased significantly.

Background Information

QUALITY BUS NETWORKS……

…. are a quality upgrade of bus services in core urban bus services in the Main Urban Centres in the County. These networks pull together both existing initiatives - such as Quality Bus Corridors - and new initiatives with a focus on providing the best in information, accessibility, vehicles and waiting facilities. These initiatives will be delivered through a partnership with bus operators which will create opportunities to deliver public transport improvements more effectively. This will be achieved by adopting a coordinated approach and pooling delivery and funding resources in order to secure value for money for both for the partners, existing and potential passengers and local communities.

QBNs are designed to improve bus services for existing users and to make them much more attractive to people who currently do not use buses. This will start to tackle congestion and improve accessibility.

***Project Diamond** will be the first of these initiatives and is being developed in partnership with 'Stagecoach in Warwickshire' and Nuneaton & Bedworth Borough Council. The first phase is planned to include:-*

- *Accessibility improvements at Nuneaton Bus Station;*

- *Refurbishment of the Stagecoach Travel Shop at Nuneaton Bus Station;*
- *Urban Quality Bus Corridor Upgrade of Grove Farm–Stockingford-Nuneaton Route;*
- *New 'simple to use' timetables and travel information; and,*
- *New bus stop poles and signage.*

Background Information

URBAN QUALITY BUS CORRIDORS........

….. are a partnership between the County Council and Bus Operators to deliver a total up-grade of bus travel on selected corridors.

The Bus Operators provide high quality low-floor accessible buses, more frequent services and drivers specially trained in customer care.

The County Council invests in roadside infrastructure at all bus stops - installing raised kerbs to make access to buses easier, improved waiting facilities including bus shelters where feasible and better passenger information.

On average, passengers on QBC services have increased by 15 – 30%.

Bus Strategy 14

Background Information

INTER-URBAN QUALITY BUS CORRIDORS

….. are aimed at extending the 'Quality Bus Corridor' benefits to inter-urban services.

The Bus Operators provide improved vehicles and the County Council invests in improvements to bus stops and shelters at key locations.

'Available'		
Action	**Schemes & Measures**	**Timescale**
Undertake an assessment of locations where the current bus network fails to meet the level of service standards set out in **Policy BS3** above	Continue liaison arrangements with operators to co-ordinate changes and development of the network in order to optimise passenger benefits	Ongoing
		Ongoing
	Use 'Criteria for the Provision and Financial Support of Essential Transport Links' where the level of service standards are not provided by the current network	Ongoing
	Seek to optimise third party funding of bus network enhancements, but only if (i) these will contribute to the objectives of the Bus Strategy and (ii) arrangements are proposed which are satisfactory to the County Council providing for the long term financial subsidy and/or maintenance of the enhancement	

Table 14.4 Action AP2 - Available

Background Information

CRITERIA FOR THE PROVISION AND FINANCIAL SUPPORT OF ESSENTIAL TRANSPORT LINKS......

……. deals with the contribution which bus and rail services and community transport schemes will make to improving accessibility and how the County Council will provide and financially support essential transport links.

For people without access to a car, the lack of appropriate transport links restricts the possibilities of benefiting from a wide range of facilities, including work, education and training, healthcare, shopping, social activities and leisure.

The key principles behind the criteria are:-

- *A minimum level of accessibility should be provided for all the residents of Warwickshire. The criteria does not seek to constrain higher service levels, but establishes the provision of the minimum level of service for all as a first priority;*
- *The new criteria is not designed to be prescriptive and is envisaged as a first step in developing criteria which are more finely attuned to peoples' needs for essential transport links;*
- *Accessibility levels will consider levels of transport need at a local level. There is a wide range of complicated factors which give rise to transport need including age, income and health. With the object of producing a simple easily understood criteria, the level of car availability has been used to reflect these various factors.*

The most effective option or a mix of options will be used to provide essential transport links, including conventional bus and rail services, voluntary and community transport schemes, flexible transport services, demand responsive systems and other innovative transport schemes.

14 Bus Strategy

'Acceptable'		
Action	**Schemes & Measures**	**Timescale**
Seek to promote, and where feasible, to provide bus services which meet the needs of existing and potential bus passengers	Work with passenger groups and communities to identify passenger needs	Ongoing
Promote improvements in the punctuality and reliability of bus services	Work with bus operators and key stakeholders to identify where bus services are subject to delay which leads to unreliability and low levels of punctuality	Ongoing
Improve the image and attractiveness of bus travel in Warwickshire	Work in partnership with bus operators to develop a single high quality brand/identity for the Warwickshire bus network which is readily understood and promotes the network to a wider audience. Due consideration will need to be given to the relationship with network brands elsewhere in the region.	Short
Enhance the safety of bus travel both in reality and in the perceptions of customers	Introduce on-vehicle CCTV in future QBI schemes Encourage bus operators to specify on-vehicle CCTV or other appropriate safety measures on new orders of vehicles	Short Short
Develop traffic management and on-highway priority measures which increase bus service reliability and punctuality and the convenience and comfort of passengers	Bedworth Bus Lane Upgrade Nuneaton Bus Bridge	Short Short
Develop 'intelligent' traffic management systems and priority measures which increase bus service reliability and punctuality consistent with the Intelligent Transport Systems Strategy	Implement a real-time passenger information system on selected urban and inter-urban routes. Implement bus priority at critical traffic signal junctions for suitably equipped buses.	

Table 14.5 Action AP2 - Acceptable

Background Information

NUNEATON 'BUS BRIDGE'……

…. is a new 'buses only' bridge which will give buses direct access in and out of Nuneaton Bus Station thereby avoiding a major area of congestion in the town centre. Bus passengers will benefit from faster journeys.

Background Information

COLESHILL PARKWAY……

….is a multi-modal interchange which includes a bridge which can only be used by buses, cycles and pedestrians which gives these modes a much quicker route than private cars.

'Simple to use'		
Action	**Schemes & Measures**	**Timescale**
Provide information which should be readily available, easy to understand and be simple to use.	Continue to produce accurate, comprehensive, impartial public transport timetable information Continue to maintain the public transport information pages on the County Council's website	Ongoing Ongoing Ongoing

'Simple to use'		
	Continue to promote the national 'Traveline' telephone inquiry line service Identify opportunities to work with operators and other transport authorities to ensure the best use of publicity and marketing resources and to avoid duplication	Ongoing
Work in partnership with bus operators, Centro, other local authorities and suppliers to deliver real time information accessible by mobile phones	Countywide Short Messaging System	Short
Investigate opportunities of real time information displays on Quality Bus Corridors and at key interchanges	Work in partnership with bus operators, train operators, Centro, other local authorities and suppliers	Short
Raise public awareness about the bus network and the travel choices that it provides	'TravelWise' and Green Travel Initiatives	Ongoing
Provide 'Bus Information Points' in town centres, bus stations, main railway stations and larger villages	Warwick Bus Interchange	Short
	Atherstone Bus Station	Short
	Leamington Spa Centre	Short
	Leamington Spa Rail Station	Short
	Kingsbury	Short
	Kenilworth	Short
	Stratford-upon-Avon	Short
	Rugby	Short
	Nuneaton	Short
	Bedworth	Short/Medium
	Coleshill	Short/Medium
	Alcester	Short/Medium
	Polesworth	Short/Medium
Encourage fare structures and levels which are easy to understand and simple to use	Work in partnership with bus operators	Short
Examine opportunities provided for within the relevant transport legislation to implement through ticketing opportunities between bus and services	Work in partnership with bus and train operators	Short

Table 14.6 Action AP2 - Simple to use

14 Bus Strategy

Action AP 3 – The Bus Network Levels of Service

AP3 - The Bus Network Levels of Service		
Action	**Schemes & Measures**	**Timescale**
Undertake an assessment of locations where the current bus network fails to meet the level of service standards set out in *Policy BS3* above	Use 'Criteria for the Provision and Financial Support of Essential Transport Links' where the level of service standards are not provided by the current network Seek to optimise third party funding of bus network enhancements, but only if (i) these will contribute to the objectives of the Bus Strategy and (ii) arrangements are proposed which are satisfactory to the County Council providing for the long term financial subsidy and/or maintenance of the enhancement	Ongoing Ongoing

Table 14.7 Action AP3 - the Bus Network Levels of Service

Action AP 4 – Step-Change Initiatives

AP4 - Step-Change Initiatives		
Action	**Schemes & Measures**	**Timescale**
Develop proposals for a 'step-change' in public transport provision on key corridors based on integrated planning and co-ordination of all public transport modes. Where appropriate, a combination of public transport modes will be considered including Bus, Guided Bus, Heavy Rail, Light Rail, and intermediate modes. An assessment of alternative schemes and a preferred option will be identified.	Work in partnership with the Department for Transport, the Office of the Rail Regulator, Network Rail, Bus & Train Operators, Passengers, District Councils, Coventry City Council, Centro and other local authorities North-South Corridor Step-Change Initiative: Nuneaton - Bedworth - Coventry - Kenilworth - Leamington Spa 'SPARK' Corridor Step-Change Initiative: Warwick - Leamington Spa	Ongoing Short Short

Table 14.8 Action AP4 - Step-Change Initiatives

Bus Strategy 14

Background Information

STEP-CHANGE IN NORTH-SOUTH CORRIDOR

The North-South Corridor from Nuneaton in the north through Bedworth, Coventry, Kenilworth and Leamington Spa in the south is a densely developed corridor. It contains principal travel destinations including the city of Coventry and a number of major town centres, Warwick University, Coventry University, the Coventry Arena and a number of key regeneration sites.

Future travel patterns on the corridor will respond to a number of factors, including:

- *New residential, employment, retail and leisure facilities in all the main centres in the corridor, including major regeneration initiatives in the Coventry-Nuneaton Regeneration Zone, the opening of the Arena complex and development of the Solihull – Warwick Technology Corridor;*
- *Major redevelopments in the centres of Nuneaton and Bedworth*
- *Changes in work patterns;*
- *Changes in personal lifestyle choices with the development of a '24 Hour / 7 Day ' lifestyle not only for people enjoying the extended facilities but also for those employed in providing them.*

The corridor suffers from the most severe congestion because of large movements of people throughout the day and offers significant opportunities to improve accessibility, reduce congestion and aid economic regeneration.

The density of the population and the level of activity in the corridor are set to grow substantially and will create increasing demand for transport. These demands will increase car use and congestion unless a good quality public transport network is available. A key shortcoming of the current network is the lack of a through public transport service between the north and the south without the current requirement to change at Coventry. A through service would enable a free-flow between where people live and the opportunities for work and leisure without increasing congestion.

This is a key corridor of the Coventry Solihull Warwickshire Sub-Region and the County Council, Coventry City Council, Solihull Metropolitan Borough Council and Centro are working closely together in the Sub-Regional Partnership on a number of transport studies for the North-South Corridor..   It is proposed that this partnership framework will be the mechanism for delivering a range of public transport improvements in the corridor

The studies are investigating a combination of improved heavy rail services, Light Rail and Guided Bus or other innovative public transport systems. The rail and bus studies have now reported and the light rail is due to report shortly.

The bus/coach elements of the recommended options (which will need to be reviewed following completion of the light rail study) are:-

- *Extension of Coventry Bus Rapid Transit to Nuneaton, to Warwick University and to Kenilworth and/or Stoneleigh (2006-2011);*
- *Extension of Bus Showcase/Quality Bus Corridor networks (2006-2011);*
- *Extension of Bus Rapid Transit Real Time Information System to local bus network (2006-2011)*
- *Extension of Bus Rapid Transit to Galley Common - if new rail station not viable - and to Leamington Spa (2007-2016).*

14 Bus Strategy

Background Information

'SPARK' CORRIDOR STEP CHANGE

The Leamington Spa – Warwick corridor is another densely populated area which suffers from both corridor and town centre congestion and this is further increased by traffic which is seeking to avoid the heavy congestion on the trunk road network nearby.

Unless action is taken, journey times are expected to increase dramatically and, in common with other urban areas in Warwickshire, the peak journey periods will also lengthen into the rest of the day. This will reduce air quality and have adverse impacts on the significant stock of heritage buildings in the two towns. Clearly, further residential development in the area will exacerbate the situation further.

Spare highway capacity is very limited. Due to the dense urban nature of the corridor there is very little potential of accommodating the projected traffic levels by increasing road space without compromising the historic urban built environment and encroaching on the relatively high number of urban green spaces protected by conservation areas.

As highway capacity cannot be significantly improved, the only feasible way to cater for increasing travel demand is through the introduction of a 'step change' in the coverage and quality of the local public transport network combined with measures to encourage more walking and cycling.

SPARK (Leamington SPA and Wa R wic K) will deliver the National and Local Government 'Shared Priorities' by providing an essential 'step-change' in public transport in the area. The key focus of the scheme is the complete integration of public transport services, ticketing and information to provide a cohesive easy-to-use network.

The improved network will be built around the existing rail route within the area and its three local stations at Leamington Spa, Warwick and Warwick Parkway which will be developed as a local 'metro'. The scheme will include a parallel Bus Rapid Transit which will serve the main Warwick-Leamington corridor and provide for interchange with the rail service and with local bus feeder services at key interchange points on the rail and BRT routes. The emphasis will be on quality, coverage and integration and include:

- *A branded integrated public transport network;*
- *New state-of-the-art accessible buses;*
- *Greater public transport coverage, frequency and hours of operation;*
- *Simplified fare structures and increase hours of operation.*
- *Real-time information displays at key points and interchanges;*
- *Real-time service information available on mobile phones;*
- *Bus priority at key junctions using intelligent traffic management technology;*
- *New bus terminal arrangements in Warwick town centre;*
- *A new bus terminal on the north side of Leamington Station;*
- *A Park & Ride for Leamington and Warwick;*
- *An integrated "School Links' Network to reduce car borne schools travel.*

Action AP 5 – New Developments

AP5 - New Developments		
Action	**Schemes & Measures**	**Timescale**
Secure, where appropriate, funding from developers towards the costs of providing appropriate bus services to serve the development, consistent with the Land Use & Transportation Strategy.	Work in partnership with developers & Local Planning Authorities	Ongoing

Table 14.9 Action AP5 - New Developments

Targets, Indicators and Monitoring

The Bus Action Plan has established a range of desired standards, indicators and implementation targets for enhancements to the bus network. Monitoring the delivery of the actions outlined in the Action Plan will be an important part of the management and control process. Progress against the identified actions and standards will be reviewed on a regular basis to make certain that the Action Plan is achieving the desired outcome.

Bus Strategy 14

All monitoring, benchmarking and measuring will allow changes to be identified, incorporated and updated.

The aim of bus targets is to create a virtuous circle of continued improvement as illustrated in Figure xxx below.

Table xx Warwickshire's Bus Strategy: Targets and Performance Indicators summarises the targets and performance indicators developed to assess progress with the Bus Strategy.

Bus Strategy - Targets and Indicators			
Target/Indicator	Performance Indicator	Source of Data	Frequency of Analysis
Target: Increase in number of bus passenger journeys of 5% by 2011 from a 2004-2005 base	Thousands of bus passenger journeys per annum	Bus operators	Annual
Target: 53% satisfaction rate of users of commercial and tendered bus services by 2009-2010	Percentage of users satisfied with commercial and tendered bus services	Questionnaire Survey	Annual
Local Indicator: 70% satisfaction rate of users of tendered bus services by 2009-2010	Percentage of users satisfied with tendered bus services	Questionnaire Survey	Annual
Local Indicator: Achieve an 15% growth in bus patronage on bus services which have been improved as Quality Bus Corridors	Percentage growth in bus patronage	Patronage surveys	Annual
Local Indicator: Achieve an 10% growth in bus patronage on bus services which have been improved as Quality Bus Initiatives	Percentage growth in bus patronage	Patronage surveys	Annual
Target: --% of all bus services to operate no more than 1 minute before or more than 5 minutes later than the times specified in the registered timetable (Awaiting base line information)	Percentage of all bus services achieving target	Sample surveys	Continuous (reported annually)
Local Indicator: --% of tendered bus services to operate no more than 1 minute before or more than 5 minutes later than the times specified in the registered contract (Awaiting base line information)	Percentage of tendered bus services achieving target	Sample surveys	Continuous (reported annually)
Output Target: Complete 10 'Bus Information Points' by 2011	Number Completed	WCC	Annual
Output Target: Increase in number of 'hits' on WCC Public Transport Website	Number of 'hits'	WCC	Annual
Output Target: Increase uptake of Countywide Concessionary Passes by 50 % by 2011	Number of Pass holders	WCC	Annual
Output Target: Complete three Urban Quality Bus Corridor Schemes by 2011	Number of Quality Bus Corridor Schemes completed	WCC	Annual
Output Target: Complete two Inter-Urban Quality Bus Corridor Schemes by 2011	Number of Inter-Urban Quality Bus Corridor Schemes completed	WCC	Annual
Output Target: Complete three Quality Bus Initiative Schemes by 2011	Number of Quality Bus Initiative Schemes completed	WCC	Annual
Output Target: Complete five Quality Partnership Route Agreements by 2011	Number of agreements signed	WCC	Annual
Output Target: Completion of Atherstone Bus Station by 2011	Completion	WCC	Annual

Table 14.10 Bus Strategy - Targets and Indicators

14 Bus Strategy

Passenger Rail Strategy 15

Introduction

The purpose of this strategy is to set out what is needed in Warwickshire to ensure excellent passenger rail services which will address the needs of both current and potential passengers in Warwickshire and deliver the transport objectives of the Government and the County Council.

The target audience for this strategy includes a wide range of stakeholders comprising the residents of Warwickshire, rail passengers and representative organisations, voluntary groups, the Department for Transport, the Council's local authority and regional partners, Network Rail, train operators, the Highways Agency and regulatory bodies.

The County Council is convinced that the underlying principle of the Passenger Rail Strategy must be to provide for the travel needs of passengers. Customers' needs should come before the operational and commercial requirements of the public transport providers.

The timescale of the strategy is primarily the period 2005-2011, but it also provides a medium term framework for the future development of passenger rail transport up to 2016 and a less detailed longer term direction for the period after 2016. This forward-thinking approach is crucial as the delivery of public transport initiatives involves a wide range of stakeholders and the timescales for the schemes and measures will need to be flexible to take advantage of the implementation opportunities as they arise.

An effective transport network is essential in order to give people, in both the urban and rural areas of Warwickshire, access to the opportunities and benefits that contribute to the enjoyment of a better quality of life. Public transport needs will continue to be met by either bus, rail, community transport services or similar initiatives or any appropriate combination of these modes. Each of these activities and modes have interlinked strategies and common aims and their provision will be integrated to provide the most effective transport service.

The effectiveness of transport links extends, not only to its provision, but also to difficulties in physically accessing what is provided, and other equally important issues such as the level of fares, journey time, personal security and comfort.

This Strategy deals specifically with the contribution passenger rail services make in providing an effective transport network. Rail based Light Rapid Transit is also considered within the Passenger Rail Strategy and although it may have a limited application within the county, it may be an appropriate transport solution on one, or perhaps two corridors.

The transport network also provides for the movement of goods, the availability of which contributes to a good quality of life for the people of Warwickshire and sustains an improving economy. This document provides a strategy basis for the improvement and development of passenger rail and the role of freight rail is set out in the Sustainable Freight Distribution Strategy. There are interactions between these demands as passenger rail services and freight rail services share the same railway infrastructure.

A further aspect which needs to be taken into account is that peoples' travel needs are not constrained by administrative boundaries. This strategy therefore considers cross-boundary services and services operating wholly within Warwickshire on an equal basis. This approach, in terms of delivery, makes effective partnership working with adjoining local authorities, regional and other stakeholders, users and transport providers absolutely essential. The County Council is committed to this way of working and partnership is a recurrent theme throughout the Public Transport Strategy and the public transport mode specific strategies.

This document outlines:

- The objectives of the strategy;
- The local, regional and national policy framework in which the rail network operates;
- The demand for passenger rail services;
- Warwickshire's existing rail network;
- Consultation processes;
- The Passenger Rail Strategy developed in response to the above;
- Delivery of the Strategy; and
- Monitoring of the delivery of the Strategy.

Passenger Rail Strategy Objectives

The starting point for this Rail Strategy is the overall transport objectives of the Local Transport Plan 2005 which have been developed to reflect national, regional and local policy which are:

- To improve accessibility to the transport system in order to promote a fairer, more inclusive society;
- To seek a transport system which will promote full employment and a strong, sustainable local and sub-regional economy;
- To reduce the impact of transport on the environment through the management and control of adverse impacts;

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- To improve the environment and safety of people when they are using the transport system; and
- To encourage the integration of transport, both in terms of policy planning and the physical interchange of modes.

The Passenger Rail Strategy will contribute to achieving the objectives in the LTP by promoting a passenger rail network, which:

- Offers accessibility through the public transport system, both in terms of physical access to transport and its availability, to the widest cross section of the population;
- Gives people (including those who do not have access to cars) more travel choices to access work, services and leisure activities;
- Offers affordable fares to passengers;
- Provides an attractive and sustainable travel alternative to the car thereby helping to reduce traffic congestion and pollution levels and improving air quality and the environment; and
- Encourages integration with other modes of transport.

Policy & Context

Statutory Requirement

Warwickshire County Council is required under the 1985 Transport Act to:

"…secure the provision of such public passenger transport services as the council consider it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose", and "…to formulate from time to time general policies as to the descriptions of services they propose to secure.." (Source: Transport Act 1985, Paragraph 63 (1) (a) and (b)).

National Policy

The White Paper *'A New Deal for Transport: Better for Everyone'* published in 1998 set out the Government's approach to modernising the country's transport system. The Government set out five overarching objectives for transport:

- To protect and enhance the built and natural environment;
- To improve safety for all travellers;
- To improve the environment;
- To contribute to an efficient economy and support sustainable economic growth in appropriate locations;
- To promote accessibility to everyday facilities for all, especially those without a car; and
- To promote the integration of all forms of transport and land use planning, leading to a better, more efficient transport system.

A key theme of the White Paper is transport integration and identifies rail transport as an important element of an integrated transport strategy. As an alternative to road transport rail causes less pollution, is more fuel efficient, and does not suffer from congestion. From the passenger's perspective rail is safer, less stressful and, in many cases, faster than road transport. For many existing car users rail provides a socially acceptable form of public transport where travelling time can be used more productively and road congestion can be avoided.

In 2000, the Government published 'Transport 2010: The 10 Year Plan' which described the means by which the goals outlined in the White Paper will be achieved and provided targets and indicators to increase rail use nationally.

In July 2002, the Government and Local Government Association agreed a set of seven shared priorities for local government. The shared priority for transport includes improving accessibility and public transport and addressing the problems of congestion, pollution and safety.

In July 2004, the Government published the White Paper, *'The Future of Transport – a network for 2030'* and also the White Paper, *'The Future of Rail'* which followed a detailed review of the organisation structure, priorities and funding of the future of the rail network.

In the Rail White Paper, the Government acknowledges that the railways are a vital part of the country's transport infrastructure and that it wants to see increases in passengers and freight continue and the improvements in customer focus, safety and performance continue and accelerate. Further, the Government states that its priorities are improving performance and cost control. The Rail White Paper sets out a new structure for the rail industry and this is described below. The Railways Act 2005 effects the changes proposed in the White Paper and it is anticipated that the Secretary of State for Transport will be publishing New Directions & Guidance during 2005-2006.

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The Transport White Paper emphasises the need to learn from previous experience so that light rail solutions are pursued where they are most appropriate to deliver local authorities' wider transport strategies. Light rail can work best for routes with the highest traffic and passenger flows. The White Paper encourages the consideration of light rail, heavy rail and bus together in order to ensure the most effective solutions to transport problems.

This Passenger Rail Strategy has also been developed to complement the aims and objectives of national planning policy guidance, specifically PPG6 'Town Centres and Retail Development' and PPG13 'Transport'.

The New Rail Industry Structure

The key features of the revised structure of the rail industry set out in the Railways Act 2005, which came into full effect during 2005-2006, are:

- The Government sets the strategy and the level of public expenditure for the railways. It will specify passenger rail franchises and will produce Regional Planning Assessments;
- The Strategic Rail Authority has been abolished and its strategic role has passed to the Department for Transport and its operational planning role has passed to Network Rail;
- Network Rail leads industry planning, sets timetables and directs service recovery and has responsibility for operating the network and for its performance. Network Rail are responsible for producing Route Utilisation Strategies;
- Train Operating Companies continue to provide rail services under franchise agreements with the Department for Transport;
- The Office of the Rail Regulator's role is to protect the rights of investors, customers and to ensure the Government receives value for money for its investment. It is responsible for ensuring safety, performance and cost;
- Community Rail Partnerships continue as a means of enabling more local decision making; and
- Freight Operating Companies receive greater certainty about their rights on the national network in order to encourage greater long-term investment by operators and businesses.

Regional Policy

The Regional Spatial Strategy for the West Midlands (RSS 11) published in June 2004 states that "the development of an integrated public transport network where all people have access to high quality and affordable public transport services across the Region is a key element of the Regional vision" (Policy T5A).

RSS 11 encourages local authorities, transport operators and other agencies to work together towards achieving the Regional vision thereby providing attractive and reliable alternatives to the use of the private car (Policy T5B).

The specific provisions in RSS 11 relating to areas such as Warwickshire require the development of an integrated hierarchy of public transport services with priority given to the improvement of services and interchanges within urban areas and the development of links with catchment areas. In rural areas, priority should be given to the development of community and public transport services, particularly those providing links from rural hinterlands to key local service centres (Policy T5D).

Policy T5E states that the aim of the public transport policies is to achieve a frequent, reliable, affordable, secure and attractive public transport service which takes into account the needs of all users, including disabled people and others with reduced mobility.

Policy T6 requires local authorities and other agencies to work together to develop a network of Strategic Park & Ride sites to reduce congestion in major centres.

West Midlands Area Multi-Modal Study

The West Midlands Area Multi-Modal study was one of a number of area-based studies announced in the Transport White Paper. The aim of the study was to find solutions to problems in all modes of surface transportation that would enable development of an integrated 30-year strategy.

The major heavy rail innovation is the proposal for a Regional Express Network (RER) providing a high quality integrated network that would connect towns and cities in the West Midlands with central Birmingham. RER services would generally run on tracks adjacent to the main heavy rail routes at frequencies of 6 trains per hour. Amongst lines that would be included in the system, all operating via Birmingham, are:

- Coventry - Birmingham - Wolverhampton;
- Cannock - Walsall - Birmingham - Nuneaton;
- Lichfield - Birmingham - Redditch;
- Tamworth - Birmingham - Worcester;
- Leamington Spa - Warwick - Birmingham - Kidderminster; and
- Walsall - Birmingham - Stratford.

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Proven passenger demand could see services extending to more distant towns including Rugby. It will also be possible to operate a series of strategic park and ride site in conjunction with RER.

There are major capacity problems at Birmingham New Street and its approaches. Introduction of RER would therefore necessitate a series of major infrastructure schemes that would also provide additional strategic capacity in their own right. These include a new underground station for Birmingham New Street with associated tunnels, four tracking between Coventry and Wolverhampton, and four tracking between Birmingham and Water Orton.

The study also proposes an additional rail scheme, the 'International Connection', that will provide a direct link between the East Midlands and Birmingham International Rail Station using a currently disused rail formation between Whitacre Junction and Hampton in Arden. The route would allow cross-country connections to Birmingham International Airport and services from the north and east to connect into the West Coast Main Line. .

The study report includes a further series of major rail based park and ride sites, generally located around the edge of the conurbation and will comprise:

- Parkway stations;
- Strategic park and ride: and
- Local park and ride.

The parkway stations will allow for interchange between local, RER and national rail services, allowing passengers to access the national rail network without the need to travel into Birmingham city centre. Further work following the study recommended a parkway type station at Coleshill/Hams Hall in Warwickshire and this is currently under construction.

West Midlands to East Midlands Multi Modal Study

The objective of this study was to recommend a long-term strategy on a 30 year timescale "to address the economic, environmental and social development needs across the two regions".

The main recommended rail based measures with implications for Warwickshire were:-

- The implementation of Coleshill Multi-Modal Interchange;
- A quarter hourly rail-bus link from Birmingham International Airport to Coleshill MMI with hourly services forwarding to:
- Nottingham via Ashby de la Zouch & East Midlands Airport;
- Derby via Ashby de la Zouch & East Midlands Airport;
- Burton upon Trent via Tamworth, Ashby de la Zouch & Swadlincote;
- Loughborough via Tamworth, Ashby de la Zouch, East Midlands Airport and Coalville.
- A substantial improvement of public transport provision between Coventry and Nuneaton;
- A strategic park and ride cordon around the West Midlands; and
- Measures to improve public transport passenger facilities, integrated ticketing and fares, coordination of services, accessibility and to reduce social exclusion.

The BIANCA Study

A study entitled *The Birmingham International Airport and The National Exhibition Centre: Improving Access From the North East Catchment Area* (BIANCA) was undertaken during 2003 by a steering group representing a wide range of stakeholders. This study was, effectively, an extension, at a more detailed level, of the West Midlands to East Midlands MMS into the area of the M42 corridor.

The study took as its 'Base Case' the opening of Coleshill Multi-Modal Interchange with the planned local bus connections and (i) assessed a number of further options over the time periods, 2004-2011, 2012-2021 & 2022-2031 and, (ii) on the basis of the assessments, recommended which options should be progressed.

The rail related elements of the recommended options were:

- A Dedicated Integrated Coach Link between Coleshill MMI and Birmingham International Airport/National Exhibition Centre (2004-2011);
- An Improved Birmingham - Leicester - Peterborough - Stansted Rail Service 2112-2021); and
- Construction of the new 'International Connection' rail line between Whitacre Junction and Birmingham International Station to provide direct rail access between the North East Catchment Area and Birmingham International Airport/National Exhibition Centre (2022-2031).

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Route Utilisation Strategies

The Railways Act 2005 abolished the SRA but, prior to its demise, it published a number of 'Route Utilisation Strategies' (RUS) which are aimed at identifying the best use of capacity at key 'pinch-points' on the rail network in the short to medium term. These exisiting documents will be adopted by DfT until such time as they are reviewed and amended.

The Great Western RUS includes the 'Cotswold Line' which, although not located within Warwickshire, provides rail travel opportunities for residents in the south and west of the county serves the south. The RUS does not propose any substantial improvements to services on the Cotswold Line.

The West Midlands RUS presents solutions to the principal issues that face the railways in the West Midlands. which are identified as improving performance, managing peak passenger demand and crowding, responding to forecast growth and managing growing and changing freight demand.

The WMRUS recommendations include:-

- A programme of platform lengthening;
- A fares strategy to encourage passengers to use spare seats on trains running earlier or later in the peak;
- A better mix of services on the Birmingham-Coventry Corridor;
- Infrastructure improvements between Leamington and Coventry to enable longer distance services to use the route;
- Improved frequencies between Birmingham and Stratford-upon-Avon.

The WRMUS accepts the case for the new Coleshill Parkway Station in principle and acknowledges the County Council's aspirations for new stations at Arley, Kenilworth, Bermuda, Galley Common, Hawkesbury, Kenilworth, Kingsbury and Stratford Parkway.

The WMRUS does contain a table of the top twenty least used stations in the West Midlands and eleven of these are located in Warwickshire - the majority on the Birmingham-Stratford and Stratford-Leamington Lines, but also Bedworth, Atherstone, and Polesworth. The RUS proposes the withdrawal of the Stafford-Nuneaton local stopping service and the closure of Poleworth Station.

West Midlands Regional Planning Assessment

The West Midlands Regional Planning Assessment, which is taking a medium to long term view of future demand for improved rail services and infrastructure and which was started by the SRA, will be completed by the DfT. It is anticipated that it will be published during 2006.

Community Rail Strategy

Prior to its demise, the SRA published a Community Rail Strategy which focuses on the development of local rail lines and has highlighted the Nuneaton - Coventry Line as a proposed community railway. The White Paper endorses this policy initiative and it will be adopted by the DfT.

The Coventry/Solihull/Warwickshire Sub-Region

The two key corridors which are unique to the Sub-Region over and above those which reflect its relationship to the rest of the West Midlands Region are the North-South Corridor (Nuneaton - Kenilworth - Leamington - Coventry - Bedworth - Nuneaton) and the M42 Corridor (Tamworth - Coleshill - Brmingham International Airport - National Exhibition Centre - Solihull - Stratford upon Avon).

The BIANCA Study referred to above considered public transport travel needs in respect of the northern end of the M42 Corridor.

The start of the process of considering the North-South Corridor in a sub-regional context was the Coventry Area Network Study (CANS) which was commissioned jointly by Coventry City Council, Centro and Warwickshire County Council in 2001. CANS concluded that the main public transport focus for Coventry and the immediate surrounding area would, in the short term, be bus-based. The study also identified that there was potential, in the longer term to develop a form of light rail in the Coventry - Bedworth - Nuneaton corridor.

Currently, the County Council, Coventry City Council, Solihull Metropolitan Borough Council and Centro are working closely together in the Sub-Regional Partnership on a number of transport studies for the North-South Corridor looking at the whole length of the corridor and the surrounding areas. It is proposed that this partnership framework will be the mechanism for delivering public transport improvements in the corridor. The studies are investigating a combination of improved heavy rail services, Light Rail and Guided Bus or other innovative public transport systems. The rail and bus studies have now reported and the light rail is due to report shortly.

The rail elements of the recommended options (which will need to be reviewed following completion of the light rail study) are:-

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- Improved frequency of Coventry-Bedworth-Nuneaton rail service to two trains per hour (2006-2011);
- Construction of new stations at Coventry Arena and Kenilworth (2006-2011);
- Introduce Nuneaton-Bedworth-Coventry-Kenilworth-Leamington Spa-London Marylebone rail service (2007-2016);
- Construction of new stations at Galley Common and Bermuda - subject to viable business case (2007-2016);
- Improved frequency of Nuneaton-Bedworth-Coventry-Kenilworth-Leamington Spa rail service to two trains per hour (2007-2016);
- Introduce East Midlands-Nuneaton-Bedworth-Coventry-Kenilworth-Leamington Spa-Oxford rail service (2011-2021).

Local Policy

The Warwickshire Structure Plan 1996-2011

The Warwickshire Structure Plan 1996-2011, contains the following transport policies that are specifically relevant to passenger rail:

Policy T1 - Where travel is necessary, through the Local Transport Plan and in considering transport related development proposals, the County Council will:

- Promote affordable transport for people on low incomes;
- Increase accessibility for disabled people and others with mobility problems;
- Provide alternatives to using cars, giving the highest priority to improving public transport, the integration of transport and improving facilities for walking and cycling.

Policy T2 - Within the context of minimising private car usage across the County, measures will be implemented to achieve the following targets:

- Restrict the predicted growth in peak period vehicular traffic to a maximum 20% of 1999 levels by 2011 (half the forecast of 40%) in the north-south transport corridor, between Nuneaton and Leamington and the major urban areas of Warwick/Leamington, Nuneaton/Bedworth, Rugby, and Stratford upon Avon; and
- Significantly increase public transport patronage in the major urban areas and inter-urban areas between 1999 and 2011.

Policy T3 - Measures will be implemented to improve the choice and quality of transport options in the transport corridors, particularly:

- Commuting corridors into the West Midlands conurbation;
- The north-south corridor between Nuneaton and Leamington; and
- The major urban areas of Warwick/Leamington, Nuneaton/Bedworth, Rugby, and Stratford upon Avon.

Policy T7 - To provide a genuine alternative to the private car local plans should, within the context of the objectives in T1 and the targets set out in T2, ensure that the needs of public transport services and facilities, to serve both new and existing developments, are fully addressed through land use allocations and the determination of planning applications. Where appropriate local plans should safeguard land necessary for identified public transport facilities.

New Railway Stations are proposed at:

- Warwick Parkway;
- Kenilworth;
- Arley and/or Galley Common;
- Coleshill/Hams Hall; and
- Kingsbury.

Elsewhere, proposals will be supported where they contribute to meeting the demand for travel to Birmingham and Coventry, as well as local and longer distance movements.

The Demand for Passenger Rail

Passengers

The scale and distribution of the population in Warwickshire together with their social characteristics will have a major impact on travel patterns and mode of travel. This has been taken into account when developing the Passenger Rail Strategy.

Population

The population in Warwickshire has grown far more quickly than the general growth in population of the Region or of England and Wales.

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Social Issues

People on low incomes are more dependent upon public transport to access employment, health, education, shopping and leisure opportunities. The proportion of households on below average incomes varies between the districts in Warwickshire. Pockets of deprivation can be found within all districts. Some wards within the Warwickshire districts are amongst the 10% most deprived in the country. A number of other wards fall not too far outside this category.

Car Ownership

The proportion of households without a car in Warwickshire is 19% which is below the national average of 27%. However, the proportion of households possessing two cars at 39% is greater than the average for England of 29%.   Research has shown that the second car has the greatest effect on public transport, as this car is used for non-peak trips, e.g. school runs, directly competing with public transport.

People without access to a car are four times more likely to use a public transport service than people with access to a car.

Source: Warwickshire Statistics in West Midlands Travel Survey 2001

For those without access to a car travel opportunities can be constrained by the limitations of the current public transport network. For example the geographic and time of day coverage of bus and rail services can limit the abilities of those without a car to access employment, health, education, shopping and leisure opportunities.

Research suggests that the number of journeys per annum made by those without access to car is approximately 50% of those with a car.

Source – Warwickshire Household Survey

Existing Travel Patterns

Within Warwickshire, the main travel movements occur within and between the urban areas in the North/South corridor, i.e. Nuneaton, Bedworth, Coventry, Kenilworth, Leamington Spa and Warwick. There are also significant movements between Rugby and Coventry, and between Warwickshire and Birmingham. Parts of Western Warwickshire also experience a strong demand for travel towards Redditch. Similarly, there are also significant travel demand from parts of North Warwickshire to Tamworth.

Traffic growth across the County has generally followed national growth trends over recent years. Traffic growth has tended to reflect areas where significant development has occurred.

Mode Choice

Car is the dominant mode of travel in Warwickshire. The percentages of journeys to work in Warwickshire by rail is 1.3% compared with over 70% by car.

Demand for Rail Travel

Commuting and business travel to the West Midlands Conurbation and Coventry form a substantial element of rail travel in the County. Peak trains into the West Midlands carry large numbers of passengers from a wide range of socio-economic groups.

There is also significant use of rail for commuting and business travel to London and the South East. Rail journeys for retail, leisure and social activities is also growing.

In some areas of Warwickshire, trains provide an essential socially necessary service as rail is the only form of regular public transport to some communities.

The overall trend in the numbers of rail passengers in Warwickshire is one of sustained growth with rail travel becoming increasingly important.

- 13% increase in rail journeys to, from or within Warwickshire since 2002;
- 21% increase in rail journeys from Warwickshire to West Midlands since 2002;
- 20% of peak journeys to Birmingham are by rail; and
- 100% increase in Chiltern Railways' passengers since 1996.

The success of Warwick Parkway Station in attracting substantial numbers of passengers who are new to rail travel has shown the effectiveness of providing new stations which have been planned to take account of new and changing travel demands. This is the basis for a new station at Coleshill which will be completed in 2006.

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The Need for Improved Passenger Rail Services

The current level of demand for rail travel is determined by the rail services on offer and the level of accessibility to those services. The County Council is convinced that the continuing growth in demand for rail services is evidence that a greater need exists than is being provided for by existing rail services.

Improved rail services will be essential if the objectives of the Passenger Rail Strategy are to be achieved.

In considering the need for a better passenger rail network, it is important to identify the potential problems which will need to be addressed and the opportunities which will create increased demand for rail travel:

Problems

- The level and pattern of rail services in the County is not closely matched with rising demand for travel by rail;
- Rail services are often expected to meet conflicting travel demands which can lead to attitudes that services are unsatisfactory by some passengers;
- The existence of known and long standing bottlenecks on the network and the constraints these create on improving performance and developing new rail services and facilities;
- The need to build sufficient recovery time into trains plans and timetables to enable improved punctuality and reliability;
- The regular instances of overcrowding on trains, which deters would-be passengers from using rail for their journeys;
- On heavily used lines there can be competition for infrastructure capacity between local services and longer distance services. However, it should be remembered that in many cases a local service provides the point of entry to the rail system for a longer distance journey;
- At many stations there is little integration with other modes of transport;
- Responsibilities for the provision of rail services and for the rail network are split between a large number of organisations making improvements difficult to achieve;
- The mis-alignment of incentives between the numerous stakeholders in the railway means that the rail travel product on offer to customers is not the best possible;
- Insufficient commercial incentives for bus operators to provide bus services to rail stations;
- Administrative/technical problems and insufficient commercial incentives for train and bus operators to provide effective multi-mode through ticketing;
- Different local authority concessionary fares arrangements curtail the opportunities to travel within and beyond the county; and
- The availability of financial resources to the County Council is limited. In particular there are limited resources available to provide revenue support for bus services to stations and to support concessionary rail fares.

Opportunities

- Congestion is projected to increase and this will encourage travellers currently using cars to investigate alternative transport modes if these meet their needs more effectively;
- The potential of rail and light rail to achieve modal shift and thereby reduce congestion, is widely appreciated;
- Due to social attitudes, rail and light rail are the only form of public transport acceptable to many car users;
- Rail patronage is growing and will justify increased investment in rail;
- The restructure of the rail industry proposed in the Railway White Paper and the Railways Bill may, to some degree, re-align the incentives between the numerous stakeholders in the railway on a more effective basis;
- The Department for Transport will consider local rail proposals alongside other modes within the context of the local transport funding decisions on local transport plans;
- Third Parties have now established a funding and delivery track record in effective provision of improvements to rail services and stations;
- Franchise Replacement offers opportunities to promote improved services and increased investment;
- There is potential to introduce new and improved service and station facilities along key corridors and to provide facilities at stations to promote integration with other modes;
- New residential developments will increase demand for rail services;
- New employment initiatives, such as the Hams Hall Business Park, the Solihull-Warwick Technology Corridor and the Coventry – Nuneaton Regeneration Zone and as a result of the highlighting of Rugby in Regional Planning Guidance as a potential growth area in the West Midlands region will generate additional demand and will need to be served effectively;
- Major redevelopments proposed for the centres of Nuneaton, Bedworth and Rugby will provide opportunities to increase the numbers of rail passengers;
- Increasingly flexible working hours will necessitate improvements to the rail network in terms of coverage and hours of operation;

- Development of '24 Hour / 7 Day ' lifestyle will generate demand for earlier and later rail services – not only for people enjoying the extended facilities but also for those employed in providing them - serving cities such as Coventry and Birmingham and also larger towns such as Leamington Spa and Nuneaton; and
- The very close proximity to Warwickshire of Birmingham International Airport, the National Exhibition Centre and several expanding universities will continue to drive the demand for rail travel.

Existing Passenger Rail Network

Warwickshire's Passenger Railways

The passenger rail network in Warwickshire is focused on the London to Birmingham axis with both major routes between the two cities serving stations in the County. Further direct regular rail travel opportunities exist to the North West, the East Midlands, East Anglia, and on branch lines within the County.   The rail routes serving the County are shown on **Figure xxx - Warwickshire's Passenger Rail Strategy: The Existing Rail Network**.

15 Passenger Rail Strategy

Warwickshire's Passenger Rail Strategy
The Existing Rail Network

KEY

● Stations

▬ Rail Lines

▬ Warwickshire County Boundary

Blue Text Out of County Stations

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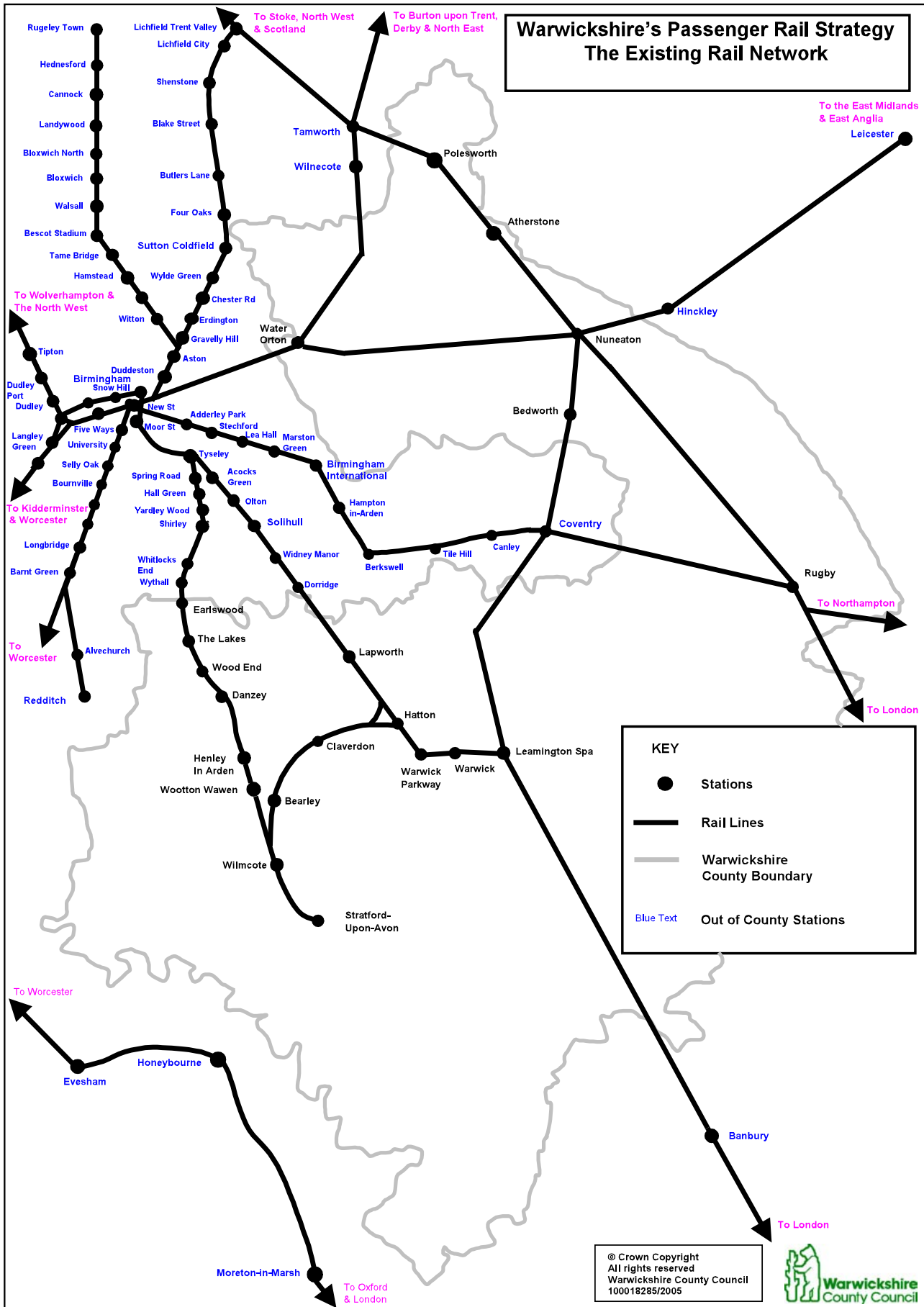
Passenger Rail Strategy 15

Figure 15.1 The Existing Rail Network

Commuting and business travel to the West Midlands Conurbation and Coventry form a substantial element of rail travel in the County. There is also significant use of rail for commuting and business travel to London and the South East. Rail journeys for retail, leisure and social activities are also growing. In some areas of the County, trains provide an essential socially necessary service as rail is the only form of regular public transport to some communities.

A number of 'out-of-county' rail stations are used by a significant number of Warwickshire residents to access the rail network including Tamworth, Sutton Coldfield, Birmingham International, Redditch, Evesham and Moreton-in-Marsh.

Six passenger rail franchises currently serve Warwickshire catering for a range of local, regional and national travel demands.

Central Trains

The Central Trains Franchiseincludes most of the local services in Warwickshire, namely, Birmingham - Stratford-upon-Avon, Birmingham - Coventry - Rugby - Northampton, Coventry - Nuneaton, Birmingham - Nuneaton, Birmingham - Tamworth and Stafford - Nuneaton. This franchise includes responsibility for the majority of the stations in Warwickshire

Central Trains services provide an inter-regional network centred on Birmingham. Destinations include Cardiff, East Midlands, Liverpool and Stansted Airport.

The DfT are proposing that, from 2007, a new West Midlands Franchise will include Central Trains' local services and its inter-urban services will be incorporated in other franchises, including a newly specified Cross Country Franchise. In addition, Chiltern Railways will be given an opportunity to bid for Central Trains' Birmingham Snow Hill Line services. It is also currently proposed that the semi-fast services between Birmingham-Coventry-Northampton-London Euston will be part of the West Midlands Franchise.

Chiltern Railways

The Chiltern Railways Franchise provides services from London Marylebone to Stourbridge calling at Leamington Spa, Warwick, Warwick Parkway and Hatton and Lapworth. Responsibility for the management of these stations is included in the franchise. A London Marylebone to Stratford-upon-Avon is also operated which calls additionally at Claverdon, Bearley and Wilmcote.

The Franchise includes a fast service between London - Banbury - Birmingham, which is an alternative to the West Coast Main Line services, local stopping services between Leamington Spa and Birmingham and between Leamington Spa and Stratford upon Avon.

Cross Country

The Cross Country Franchiseprovides a national network centred on Birmingham. Trains calling at Leamington Spa provide direct journeys to the South Coast, North-West England, North East England and Scotland with connections at Birmingham to the South-West. These services provide a particularly valuable facility for passengers as 'through' journeys avoid a change of trains at Birmingham New Street.

These services also cater for important local movements between Oxford - Banbury - Leamington Spa - Coventry - Birmingham.

The DfT are proposing that, from 2007, a new Cross Country Franchise will incorporate most of Central Trains' inter-urban services. Other changes to the Cross Country network are being considered.

Great Western

The Great Western Franchiseprovides services on the 'Cotswold Line' between Worcester and London Paddington. These are used by people in the far south of Warwickshire. Important stations on the line from Warwickshire's perspective are Evesham, Moreton in Marsh and, to a lesser extent, Honeybourne.

North London Lines

The North London Lines Franchise under the name of Silverlink, operates a stopping service between Northampton - Milton Keynes - Watford Junction - London Euston.   It is currently proposed that these services will be incorporated into a new West Midlands Franchise from 2007.

West Coast Main Line

The West Coast Main Line Franchise, operated by Virgin Trains, passes through Rugby and Nuneaton, the only electrified line in Warwickshire, providing high speed services from London Euston to Birmingham, the North-West and Scotland. Responsibility for the management of Rugby and Coventry stations is included in the franchise.

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The track and infrastructure is currently the subject of major ongoing infrastructure enhancement that will increase capacity and raise maximum speeds to 125mph.

Warwickshire's Passenger Rail Strategy: Current Service Levels - Weekday Daytime Post December 2004 Timetable			
Station	**Current Service Levels**	**Operator**	**Service**
Atherstone	Less than two hourly Peak	Central Central	Stafford - Nuneaton Stafford - Nuneaton-Coventry
Bearley	Less than two hourly	Chiltern	Stratford - Leamington (London)
Bedworth	Hourly	Central	Nuneaton - Coventry
Claverdon	Less than two hourly	Chiltern	Stratford - Leamington (London)
Danzey	Hourly	Central	Stratford - Birmingham
Earlswood	Hourly	Central	Stratford - Birmingham
Hatton	Less than hourly Peak Extras Less than two hourly	Chiltern Central Chiltern	Birmingham - Leamington - London Birmingham - Leamington Stratford - Leamington (London)
Henley in Arden	Hourly plus peak extras	Central	Stratford - Birmingham
Lapworth	Less than hourly Peak Extras	Chiltern Central	Birmingham - Leamington - London Birmingham - Leamington
Leamington Spa	Half-hourly plus Peak Extras Hourly Two hourly Four hourly 2 trains daily Less than two hourly	Chiltern Central Cross Country Cross Country Cross Country Cross Country Chiltern	Birmingham - Leamington - London Birmingham - Leamington Reading - Leamington - Birmingham - Manchester Bournemouth - Leamington - Coventry - Birmingham - Leeds - Edinburgh Bournemouth - Leamington - Coventry - Birmingham - Manchester Bournemouth - Leamington - Coventry - Birmingham - Preston - Edinburgh Stratford - Leamington - London
Nuneaton	Hourly plus Peak Extras Half-hourly Hourly	West Coast Central Central	London - The North-West - Scotland Birmingham - Leicester - Stansted/Lincoln Nuneaton - Coventry
Polesworth	Less than two hourly Peak	Central Central	Stafford - Nuneaton Stafford - Nuneaton - Coventry
Rugby	Hourly plus Peak Extras Hourly	West Coast Central	London - The North-West - Scotland Northampton - Rugby - Coventry - Birmingham
Stratford	Less than two hourly	Chiltern	Stratford - Leamington (London)

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Warwickshire's Passenger Rail Strategy: Current Service Levels - Weekday Daytime Post December 2004 Timetable			
	Hourly	Central	Stratford - Birmingham
The Lakes	Hourly	Central	Stratford - Birmingham
Warwick	Half-hourly plus	Chiltern	Birmingham - Leamington - London
	Peak Extras	Central	Birmingham - Leamington
	Less than two hourly	Chiltern	Stratford - Leamington (London)
Warwick Parkway	Half-hourly plus	Chiltern	Birmingham - Leamington - London
	Peak Extras	Central	Birmingham - Leamington
	Less than two hourly	Chiltern	Stratford - Leamington (London)
Water Orton	Less than two hourly plus Peak Extras	Central	Birmingham-Leicester/Tamworth
Wootton Wawen	Hourly	Central	Stratford - Birmingham
Wilmcote	Hourly	Central	Stratford - Birmingham
	Less than two hourly	Chiltern	Stratford - Leamington (London)
Wood End	Hourly	Central	Stratford - Birmingham

Table 15.1 Current service levels

Consultation and Customer Research

Ongoing consultation, market research, data collection and monitoring of rail services is conducted in order to gain a better understanding of people's needs and expectations. The interview research has provided a detailed picture of the different issues that influence the way people value public transport services. This has helped to produce a Passenger Rail Strategy which address the needs of current and potential users and which will deliver the desired outcomes.

CITIZENS' PANEL SURVEY – APRIL 2004

Respondents said that the main features which would encourage them to use public transport or use it more often were:-

- *More Convenient Routes*
- *More Frequent Services*
- *More Conveniently Timed Services*
- *Clean Comfortable Vehicles*
- *More Reliable Services*
- *Clearer Information*
- *Helpful Staff*

The results of the 2004 survey reinforce similar views and priorities from the 2001 All Panel Telephone Survey

Surveys undertaken by Warwickshire County Council also found that:

- 39% of people thought that rail services had got worse;
- 63% thought that passenger rail service improvements were very important or extremely important;
- 48% thought that the cost of public transport had increased; and
- 50% thought that the lack of transport for people without cars was a major or a significant problem.

The Passenger Rail Strategy has been prepared in consultation with a wide range of stakeholders including user groups, other local authorities, operators, other interest groups and potential partners. Warwickshire County Council have incorporated and addressed the results of the customer research and the consultations in the preparation of this Passenger Rail Strategy.

The Strategy

The vision of Warwickshire County Council's Passenger Rail Strategy is:

15 Passenger Rail Strategy

'An affordable, accessible, safe, convenient, environmentally friendly and integrated network of rail services, capable of attracting an increasing market share for rail thereby contributing to the achievement of the objectives in the Warwickshire's Local Transport Plan 2005'.

The aim of the Passenger Rail Strategy is to grow the market for public transport in general and rail services in particular by making the product attractive both to existing and potential users. It will achieve significant improvement in the provision of rail services and facilities to the people of Warwickshire by following a customer-driven approach designed to identify and overcome barriers to the use of public transport.

The Passenger Rail Strategy seeks to provide a range of measures and proposals, which will result in the growth of the market for rail services.

The three major themes of the Passenger Rail Strategy are:

- To improve the quality of existing rail services and stations;
- To provide new rail services and stations to meet unmet needs;
- To improve the integration of rail with other public transport, other modes of transport and with the road network.

The Passenger Rail Strategy Policies

Policy PR 1

Partnership

The County Council will work with the Department for Transport, the Office of the Rail Regulator, Network Rail, Train Operating Companies, Centro, other local authorities, users and stakeholders to progress the delivery the policies set out in the Passenger Rail Strategy.

Policy PR 2

Quality of Service

To meet the overall aim of the Passenger Rail Strategy, the County Council will encourage the provision of rail services which are:

a. Affordable
b. Accessible
c. Available
d. Acceptable
e. Simple to Use

Quality of Service

a. Affordable

- The fare should be less than the full cost of the equivalent journey by car, as estimated by leading motor organisations. The exception would be that the fare is justified as a premium fare due to providing a significantly faster journey time or enhanced facilities.

b. Accessible

- The design of rail stations and trains must enable passengers to board or alight from the vehicle unaided or with a reasonable level of assistance;
- Interchange infrastructure should provide for 'seamless' changes between transport modes. This should be assisted by good signage, information and appropriately designed infrastructure;

- Public transport services should be co-ordinated to encourage interchange consistent with the aims of the Public Transport Interchange Strategy, the Bus Strategy and the Community Transport Strategy with the object of increasing the range of travel opportunities and options for travellers; and

- Pedestrian and cycling routes to rail stations should accord with the standards set out in the Walking Strategy and the Cycling Strategy. The access to rail stations and interchanges, particularly by people who have difficulties because of health, physical or sensory difficulties problems should be addressed.

c. Available

- The rail network should provide at least the minimum service patterns shown in **Figure xx Warwickshire's Passenger Rail Strategy: Minimum Service Patterns** and Table xx setting out Warwickshire's Rail Strategy: Minimum Service Levels.

15 Passenger Rail Strategy

Warwickshire's Passenger Rail Strategy Minimum Service Patterns

To Stoke, North West & Scotland

To Burton upon Trent, Derby & North East

To the East Midlands & East Anglia

Rugeley Town
Hednesford
Cannock
Landywood
Bloxwich North
Bloxwich
Walsall
Bescot Stadium
Tame Bridge
Hamstead

Lichfield Trent Valley
Lichfield City
Shenstone
Blake Street
Butlers Lane
Four Oaks
Sutton Coldfield
Wylde Green
Chester Rd
Erdington
Gravelly Hill
Aston

Tamworth
Wilnecote
Kingsbury
Polesworth
Atherstone

Leicester

To Wolverhampton & The North West

Witton
Duddeston
Birmingham Snow Hill
New St

Water Orton
Coleshill Parkway
Under-Construction

Arley
Galley Common
Bermuda

Hinckley
Nuneaton

Tipton
Dudley Port
Dudley
Langley Green
Five Ways
University
Selly Oak
Bournville

Moor St
Adderley Park
Stechford
Lea Hall
Marston Green
Tyseley
Acocks Green
Spring Road
Hall Green
Olton
Yardley Wood
Shirley

Birmingham International

Bedworth
Hawkesbury
Arena

To Kidderminster & Worcester

Hampton in-Arden

Longbridge
Barnt Green

Whitlocks End
Wythall
Solihull
Widney Manor
Dorridge

Coventry

Berkswell
Tile Hill
Canley

To Worcester
Alvechurch
Redditch

Earlswood
The Lakes
Wood End
Danzey

Lapworth

Kenilworth

Rugby

To Northampton

Henley In Arden
Wootton Wawen

Claverdon
Bearley

Hatton

Warwick Parkway
Warwick
Leamington Spa

To London

Wilmcote
Stratford Parkway
Stratford-Upon-Avon

KEY

- ◉ Bus/Rail Interchange
- ● Stations
- ○ Proposed Stations
- ━ County Boundary
- ━ Long Distance Service (red)
- ━ Local Service (green)
- Black Text — Warwickshire Stations
- Blue Text — Out of County Stations

To Worcester
Evesham
Honeybourne

Banbury

To Oxford & London

Moreton-in-Marsh
To Oxford & London

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Figure 15.2 Minimum Service Patterns

d. Acceptable

- Rail services should be of sufficient quality, particularly in terms of reliability and punctuality, that a potential passenger would be confident in relying on them;
- Trains and station facilities should provide reasonable shelter, comfort, suitable heating (where appropriate) and ventilation for the season of the year and both a perception and reality of personal safety and security; and
- Rail staff should be helpful and courteous and have received customer service training.

e. Simple to Use

- Timetables, routes and fares should be readily available, easy to understand and be simple to use. Clockface/regular services and timetables should be provided whenever possible;
- Information systems should enable passengers to plan their journeys and provide increased public confidence as to the availability and reliability of rail services;
- Full and timely information should be provided or be easily available to customers in case of disruption to services; and
- Integrated ticketing between modes including rail, bus and community transport services should be available, where it is necessary to use different modes to complete a journey.

Policy PR 3

Existing Levels of Service and Stations

The County Council will seek the retention of existing levels of service and of existing stations.

Policy PR 4

Rail Network Capacity Improvements

The County Council will encourage the provision of improvements to the capacity of the infrastructure of the rail network to increase capacity to enable improved performance and to provide additional services and stations.

Policy PR 5

New Rail Services and Stations

The County Council will develop proposals for new rail services and stations (including strategic park & ride / parkway stations) to increase the accessibility of the rail network to existing and potential passengers.

Policy PR 6

Step-Change Initiatives

The County Council will develop proposals for a 'step change' in the quality of public transport on key corridors. Heavy Rail and Light Rail will be considered together with other public transport options.

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Policy PR 7

New Developments

The County Council will encourage measures to enable good accessibility to rail services to and from new developments and, where appropriate, secure funding from developers towards the costs, consistent with the Land Use & Transportation Strategy.

Delivering the Strategy

This section sets out the County Council's actions in delivering of the policies of the Passenger Rail Strategy in a way which recognises the existing problems and opportunities outlined earlier in this document.

For each specific initiative the likely timescale for delivery is identified as either short term, medium term or long term. For the purposes of this strategy, short term will be the period to 2011, medium term will be the period from 2011 and 2016 and long term will be the period 2016 onwards.

The delivery of local rail initiatives involves a wide range of stakeholders and can often depend on strategic decisions which are taken in the context of the national rail network. In these circumstances, the timescales for the schemes and measures set out below will need to be flexible to take advantage of the implementation opportunities as they arise.

Many of the initiatives, particularly the new station proposals, have been the subject of substantial feasibility work which has progressed the proposals beyond an 'aspirational' stage.

Partnership

The key role of the County Council, working in partnership with the rail industry and other stakeholders, is as initiator and promoter of local rail network improvements. Some rail schemes are commercially viable and the County Council would expect these to be funded within the rail industry. However, many schemes are only viable if the wider transport, social and economic benefits are taken into account. As these benefits do not have a cash value for the rail industry an element of public funding will be essential for these schemes to be delivered. The County Council will work with its partners to secure funding from the Local Transport Plan Settlement and from other appropriate sources of funding, including contributions from land developers.

Quality of Service

' Affordable'

'Affordable'		
Action	**Measure**	**Timescale**
Examine opportunities for revisions to fare structures and levels	Work in partnership with train operators	Short
Examine opportunities within the relevant transport legislation to implement through ticketing availability between rail, bus and community transport services	Work in partnership with train and bus operators	Short
Investigate opportunities to develop a concessionary travel scheme for local and cross-boundary rail, bus and community transport services	Work in partnership with train operators, District/Borough Councils, Centro and other local authorities	Short
Promote awareness of the real cost of motoring in comparison to the cost of rail travel	Work in partnership with train operators, District/Borough Councils, Centro and other local authorities to develop appropriate 'TravelWise', Green Travel and other marketing initiatives	Short

Table 15.2 Affordable

Passenger Rail Strategy 15

'Accessible'

'Accessible'		
Action	**Schemes & Measures**	**Timescale**
Promote improvements to station facilities, to the accessibility of rail services, in the personal safety and confidence of people using rail stations and on their journey to and from rail stations	Work in partnership with Department for Transport, Network Rail, Train Operators & User Groups to deliver improvements using the 'Station Standards' set out later in this strategy as a 'baseline'	Short
Develop a Warwickshire Quality Rail Partnership as a basis for joint working with train and station operators to deliver passenger improvements at stations	Work in partnership with Network Rail and Train Operators Investigate accessibility proposals with station operators which include measures to improve accessibility above the statutory minimum required by the Disability Discrimination Act	Short Short/Medium
Enhance existing and provide new interchange facilities at rail stations and public transport interchanges consistent with the aims set out in the Public Transport Interchange Strategy	Coleshill Parkway Rugby Rail Station Leamington Spa Rail Station Warwick Rail Station Warwick Parkway Henley-in-Arden Station Nuneaton Bus Station Nuneaton Rail Station Atherstone Bus Station Stratford-upon-Avon Rail Station	2006-2007 Short Short Short Short Short Short/Medium Short Short Short
Promote integration between rail, bus and community transport services	Work in partnership with train operators, bus operators and community transport providers to improve integration between services Continue to integrate the Warwickshire County Council tendered bus services with rail services and community transport services	Ongoing Short
Seek to safeguard sites with the potential for improved station facilities	Work in partnership with Department for Transport, Network Rail, Train Operators & Local Planning Authorities	Ongoing

Table 15.3 Accessible

15 Passenger Rail Strategy

Background Information

COLESHILL PARKWAY

Coleshill Parkway is a multi-modal interchange and will comprise a new rail station and car park, a rail/bus/pedestrian/cycle/taxi/car interchangeand an adjoining new bridge at Station Road, Coleshill, for pedestrians, cyclists and buses crossing the Birmingham-Nuneaton rail line. The bridge will provide sustainable modes with an advantage over private transport thereby encouraging modal shift.

A Bus Interchange will be provided to which existing local services would be diverted. A network of new services will be introduced and these will allow an increased choice of journeys and provide a frequent service to the Hams Hall site.

This scheme will provide:-

- *A local station for the existing settlement of Coleshill*
- *Rail links to the employment sites at Hams Hall from Nuneaton and Birmingham*
- *A strategic park & ride serving the M42 corridor*
- *A rail-head station for rail journeys to and from the East Midlands and East Anglia (including Stansted Airport)*
- *A' Gateway' station to Birmingham International Airport*

Coleshill Parkway is planned to open at Christmas 2006.

Background Information

STATION STANDARDS

The County Council wishes to see the following minimum good quality facilities adequate for the likely demand: -

- *Waiting Shelters*
- *Platform Lighting and Security*
- *Passenger Help Point*
- *Disabled Access to station facilities and trains*
- *Static Timetable Displays*
- *Electronic Real Time Passenger Information Displays*
- *Cycle Parking*
- *Adequate Car Parking (including Disabled Spaces)*
- *Safe and attractive access for pedestrians*
- *Signing to Station for pedestrians, cyclists and cars*

In addition and where appropriate, in terms of numbers of passengers and trains and cost effectiveness, the provision the following facilities will also be considered:-

- *Public Address System*
- *Ticket Office and/or Permit to Travel Machine and/or Self-Service Ticket Machine*
- *Shelters with suitable heating (where appropriate) and ventilation for the time of year*
- *Toilets*
- *Public Telephone*
- *Designated Drop-Off and Pick-Up Area*
- *Car Park Lighting and Security*
- *Bus Feeder Service and Sheltered Waiting Area Taxi Rank and Sheltered Waiting Area*
- *Secure Cycle Lockers*

'Available'

'Available'		
Action	**Schemes & Measures**	**Timescale**
Promote service improvements to secure the minimum service patterns shown in Figure 15.2 Warwickshire's Passenger Rail Strategy: Minimum Service Patterns and Table 15.5 setting out Warwickshire's Rail Strategy: Minimum Service Levels. Alternative service patterns and levels which provide similar service outputs will be considered.	Work in partnership with the Department for Transport, the Office of the Rail Regulator, Network Rail, Train Operators, Passengers, Centro and other local authorities Use Revenue Support Criteria to prioritise 'Essential Transport Links' where the minimum service patterns and the minimum service levels are not provided by the current network Seek to optimise third party funding of rail network enhancements, but only if (i) these will contribute to the objectives of the Passenger Rail Strategy and (ii) arrangements are proposed which are satisfactory to the County Council providing for the long term financial subsidy and/or maintenance of the enhancement Stratford upon Avon - Birmingham - Improved service frequencies Investigate opportunities to divert Birmingham - Tamworth trains via the Whitacre Loop to provide additional services to Coleshill Parkway	Ongoing Ongoing Ongoing Short Short

Table 15.4 Available

Warwickshire's Passenger Rail Strategy: Minimum Service Levels		
Station	**Minimum Service Levels**	**Service**
Arley (Proposed)	*Hourly*	*Birmingham - Leicester - Stansted/Lincoln*
Atherstone	Two hourly Peak Hourly	Stafford - Nuneaton Stafford - Nuneaton - Coventry Rugby - Nuneaton - Atherstone - Polesworth - Tamworth - Stafford
Bearley	Hourly	Stratford - Leamington (London)
Bedworth	Hourly Hourly	Nuneaton - Coventry - Leamington Leicester - Nuneaton - Coventry - Leamington - Oxford / London Marylebone
Bermuda (Proposed)	*Hourly* *Hourly*	*Nuneaton - Coventry - Leamington* *Leicester - Nuneaton - Coventry - Leamington - Oxford / London Marylebone*
Claverdon	Hourly	Stratford - Leamington (London)
Coleshill Parkway (Under construction)	*Half-hourly*	*Birmingham - Leicester - Stansted/Lincoln*
Danzey	Hourly	Stratford - Birmingham
Earlswood	Hourly	Stratford - Birmingham
Galley Common (Proposed)	*Hourly plus Peak Extras*	*Birmingham - Leicester - Stansted/Lincoln*
Hatton	Hourly plus Peak Extras Hourly	Birmingham - Leamington - London Stratford - Leamington (London)
Hawkesbury (Proposed)	*Hourly*	*Nuneaton - Coventry - Leamington*

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Warwickshire's Passenger Rail Strategy: Minimum Service Levels		
	Hourly	*Leicester - Nuneaton - Coventry-Leamington - Oxford / London Marylebone*
Henley in Arden	Half-hourly	Stratford - Birmingham
Kenilworth (Proposed)	*Hourly*	*Nuneaton - Coventry - Leamington*
	Hourly	*Leicester - Nuneaton - Coventry - Leamington - Oxford / London Marylebone*
Kingsbury (Proposed)	*Hourly plus Peak Extras*	*Birmingham - Tamworth*
Lapworth	Hourly plus Peak Extras	Birmingham - Leamington - London
Leamington Spa	Half-hourly plus Peak Extras	Birmingham - Leamington - London
	Hourly	Stratford - Leamington - London
	Hourly	Reading - Leamington - Birmingham - The NorthWest
	Two-hourly	Bournemouth - Leamington - Warwick Parkway - Birmingham - The North East-Scotland
	Four-hourly	Bournemouth - Leamington - Warwick Parkway - Birmingham - The North West
	Four-hourly	
	Hourly	Bournemouth - Leamington - Warwick Parkway - Birmingham - The North West - Scotland
	Hourly	Leicester - Nuneaton - Coventry - Leamington
		Nuneaton - Coventry - Leamington
Nuneaton	Half-hourly plus Peak Extras	London - The North West - Scotland
	Half-hourly	Birmingham - Leicester - Stansted/Lincoln
	Hourly	Nuneaton - Coventry - Leamington - *Oxford / London Marylebone*
	Hourly	Leicester - Nuneaton - Coventry
	Hourly	Rugby - Nuneaton - Atherstone - Polesworth - Tamworth - Stafford
Polesworth	Two hourly	Stafford - Nuneaton
	Peak	Stafford - Nuneaton - Coventry
	Hourly	Rugby - Nuneaton - Atherstone - Polesworth - Tamworth - Stafford
Rugby	Half-hourly plus Peak Extras	London - The North West - Scotland
	Half-hourly	Birmingham - Coventry - Rugby - Northampton - London
	Hourly	Rugby - Nuneaton - Atherstone - Polesworth - Tamworth - Stafford
Stratford upon Avon	Hourly	Stratford - Leamington (London)
	Half-hourly	Stratford - Birmingham
Stratford Parkway (proposed)	Hourly	Stratford - Leamington (London)

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Warwickshire's Passenger Rail Strategy: Minimum Service Levels		
	Half-hourly	Stratford - Birmingham
The Lakes	Hourly	Stratford - Birmingham
Warwick	Half-hourly plus Peak Extras Hourly	Birmingham - Leamington - London Stratford - Leamington (London)
Warwick Parkway	Half-hourly plus Peak Extras Hourly	Birmingham - Leamington - London Stratford - Leamington (London)
Water Orton	Hourly plus Peak Extras	Birmingham - Leicester/Tamworth
Wootton Wawen	Hourly	Stratford - Birmingham
Wilmcote	Hourly Hourly	Stratford - Birmingham Stratford - Leamington (London)
Wood End	Hourly	Stratford - Birmingham

Table 15.5 Minimum service levels

'Acceptable'

'Acceptable'		
Action	**Schemes & Measures**	**Timescale**
Develop a Warwickshire Quality Rail Partnership as a basis for joint working with train and station operators to deliver passenger improvements at stations	Work in partnership with Network Rail and Train Operators	Short
Support stakeholder groups seeking to secure improvements to rail services and facilities	Maintain the County Council's representation on the Shakespeare Line Steering Group, the Shakespeare Line Promotion Group, the Chiltern Railways Passenger Board, the Regional Rail Forum and rail industry liaison bodies. Support the establishment by residents of a Water Orton Station Liaison Group to examine potential enhancements to the premises, facilities and services in the context of any track remodelling and the opening of Coleshill Parkway.	Ongoing Short

Table 15.6 Acceptable

Background Information

QUALITY RAIL PARTNERSHIP

The County Council is currently in discussions with Network Rail, Chiltern Railways, Central Trains and Virgin Trains to set up a Quality Rail Partnership which would enable the partners to agree and work together to deliver further improvements to services and station facilities more effectively. This will be achieved by pooling delivery and funding resources in order to secure value for money for both for the partners, existing and potential passengers and local communities.

The Partnership Action Plan would set out the partners' aspirations in respect of station facilities together with a programme of improvements. The County Council sees the Quality Rail Partnership as a template for joint working with train and station operators to deliver passenger improvements at stations and as a starting point for developing Community Rail Partnerships.

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'Simple to Use'

'Simple to Use'		
Action	**Schemes & Measures**	**Timescale**
Provide information which should be readily available, easy to understand and be simple to use.	Continue to produce accurate, comprehensive, impartial public transport timetable information Continue to maintain the public transport information pages on the County Council's website Continue to promote the National Rail Enquiry Service	Ongoing Ongoing Ongoing
Raise public awareness about the rail network and the travel choices that it provides	'TravelWise' and Green Travel Initiatives	Ongoing
Encourage fare structures and levels which are easy to understand and simple to use	Work in partnership with train operators	Short
Investigate provision of real time information systems and/or 'Help Points' at stations and at key interchanges along with other measures to increase passengers' confidence.	Identify a programme of projects through the Quality Rail Partnership.	

Table 15.7 Simple to use

Existing Levels of Service and Stations

Existing Levels of Service and Stations		
Action	**Schemes & Measures**	**Timescale**
The County Council will seek the retention of existing levels of service and of existing stations	Work in partnership with the Department for Transport, the Office of the Rail Regulator, Network Rail, Train Operators, Passengers, Centro and other local authorities Respond to consultations and proposals and take action, when appropriate	Ongoing Ongoing

Table 15.8 Existing levels of service and stations

Passenger Rail Strategy 15

Rail Network Capacity Improvements

Rail Network Capacity Improvements		
Action	Schemes & Measures	Timescale
Support measures to improve the punctuality and reliability of existing rail services	Respond to schemes proposed by the rail industry	Ongoing
Support specific network capacity improvements which are designed to increase capacity to accommodate additional passenger and freight trains and new stations.	Respond to and where appropriate support schemes proposed by the DfT, Regional stakeholders and/or the rail industry, including: Rugby - Coventry - Birmingham (Capacity Improvements) Oxford - Leamington Spa Leamington Spa - Solihull - Birmingham (Capacity Improvements) Leicester - Nuneaton - Water Orton - Birmingham (Capacity Improvements) Oxford - Moreton in Marsh - Worcester (Capacity Improvements) Birmingham International Connection (New Rail Line) Stratford upon Avon Station (Additional trackwork to increase platform availability)	Ongoing
Investigate heavy rail capacity improvements as part of the North/South Corridor Step-Change Initiative	Coventry - Leamington Line: Capacity Improvements Leamington Spa Station: Appropriate infrastructure & signalling to enable trains to depart Platform 4 towards Coventry Leicester - Nuneaton - Coventry Line: Provision of 'Through Route Facility' at Nuneaton Station to enable re-introduction of through trains between Coventry - Nuneaton - Leicester	Short Short Short

Table 15.9 Rail network capacity improvements

New Rail Services and Stations

New Rail Services and Stations		
Action	Schemes & Measures	Timescale
Provide new stations including strategic park and ride / parkway stations on the rail network where they provide significant transport and other benefits	Coleshill Parkway	Short
	Kenilworth	Short
	Kingsbury	Short/Medium
	Galley Common	Medium
	Arley	Medium
	Bermuda	Medium
	Hawkesbury	Medium
	Stratford Parkway	Medium
Promote service improvements to secure the minimum service patterns shown in Figure 15.2 Warwickshire's Passenger Rail Strategy: Minimum Service Patterns and Table 15.5 setting out Warwickshire's Rail Strategy: Minimum Service Levels. Alternative service patterns and levels which provide similar service outputs will be considered.	Work in partnership with the Department for Transport, the Office of the Rail Regulator, Network Rail, Train Operators, Passengers, Centro and other local authorities Stratford upon Avon - Birmingham - Improved service frequencies	Short/Medium Short

Table 15.10 New rail services and stations

15 Passenger Rail Strategy

Background Information

NEW STATIONS AT KENILWORTH & KINGSBURY

These new station schemes comprise construction of new stations, together with associated highway and integrated transport facilities. They are designed to meet local needs and the key objectives are to improve accessibility and to encourage increased use of the train for journeys that might otherwise be undertaken by car.

The site for the new station at Kenilworth is located on the rail route between Leamington Spa and Coventry and is close to the town centre at the site of the former station on Priory Road. The scheme promotes modal shift and integration between different modes of transport. Kiss and ride, access by taxis and bus stops are included. A network of cycleways and footways will provide links with the local area.

The new station at Kingsbury will be located on the rail route between Tamworth and Birmingham. The site is close to the town centre on Trinity Road and has been protected in the North Warwickshire Local Plan.

Background Information

STRATEGIC PARK & RIDE / PARKWAY STATIONS

New stations on the outskirts of major urban centres with good access from the motorway and trunk road network can widen access to rail services from rural areas and encourage motorists to transfer to rail for part of their journey. The Council will work closely with Centro and other authorities in the West Midlands to identify strategic Parkway/Park and Ride sites to serve the wider conurbation. Potential sites might lie within Warwickshire or beyond the county boundary. In many cases the sites could be based on existing stations which have good access to the highway network. In addition, new Park & Ride/Parkway Stations with adequate car parking can provide improved access to the rail network and reduce journey lengths.

Step-Change Initiatives

Step-Change Initiatives		
Action	**Schemes & Measures**	**Timescale**
Develop proposals for a 'step-change' in public transport provision on key corridors based on integrated planning and co-ordination of all public transport modes. Where appropriate, a combination of public transport modes will be considered including Heavy Rail, Light Rail, Bus, Guided Bus and intermediate modes. An assessment of alternative schemes and a preferred option will be identified	Work in partnership with the Department for Transport, the Office of the Rail Regulator, Network Rail, Bus & Train Operators, Passengers, District Councils, Centro, Coventry City Council and other local authorities North-South Corridor Step-Change Initiative: Nuneaton - Bedworth - Coventry - Kenilworth - Leamington Spa 'SPARK' Corridor Step-Change Initiative: Warwick - Leamington Spa	Ongoing Short Short

Table 15.11 Step-change initiatives

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Background Information

STEP-CHANGE IN THE NORTH-SOUTH CORRIDOR

The North-South Corridor from Nuneaton in the north through Bedworth, Coventry, Kenilworth and Leamington Spa in the south is a densely developed corridor. It contains principal travel destinations including the city of Coventry and a number of major town centres, Warwick University, Coventry University, the Coventry Arena and a number of key regeneration sites.

Future travel patterns on the corridor will respond to a number of factors, including:

- New residential, employment, retail and leisure facilities in all the main centres in the corridor, including major regeneration initiatives in the Coventry-Nuneaton Regeneration Zone, the opening of the Arena complex and development of the Solihull – Warwick Technology Corridor;
- Changes in work patterns; and
- Changes in personal lifestyle choices with the development of a '24 Hour / 7 Day ' lifestyle not only for people enjoying the extended facilities but also for those employed in providing them.

The corridor suffers from the most severe congestion because of large movements of people throughout the day and offers significant opportunities to improve accessibility, reduce congestion and aid economic regeneration.

The density of the population and the level of activity in the corridor is set to grow substantially and will create increasing demand for transport. These demands will increase car use and congestion unless a good quality public transport network is available. A key shortcoming of the current network is the lack of a through public transport service between the north and the south without the current requirement to change at Coventry. A through service would enable a free-flow between where people live and the opportunities for work and leisure without increasing congestion.

This is a key corridor of the Coventry/Solihull/Warwickshire Sub-Region and the County Council, Coventry City Council, Solihull Metropolitan Borough Council and Centro are working closely together in the Sub-Regional Partnership on a number of transport studies for the North-South Corridor. It is proposed that this partnership framework will be the mechanism for delivering a range of public transport improvements in the corridor. The studies are investigating a combination of improved heavy rail services, Light Rail and Guided Bus or other innovative public transport systems. The rail and bus studies have now reported and the light rail is due to report shortly.

The rail elements of the recommended options (which will need to be reviewed following completion of the light rail study) are:-

- Improved frequency of Coventry-Bedworth-Nuneaton rail service to two trains per hour (2006-2011);
- Construction of new stations at Coventry Arena and Kenilworth (2006-2011);
- Introduce Nuneaton-Bedworth-Coventry-Kenilworth-Leamington Spa-London Marylebone rail service (2007-2016);
- Construction of new stations at Galley Common and Bermuda - subject to viable business case (2007-2016);
- Improved frequency of Nuneaton-Bedworth-Coventry-Kenilworth-Leamington Spa rail service to two trains per hour (2007-2016);
- Introduce East Midlands-Nuneaton-Bedworth-Coventry-Kenilworth-Leamington Spa-Oxford rail service (2011-2021).

New Developments

New Developments		
Action	**Schemes & Measures**	**Timescale**
Secure, where appropriate, funding from developers towards the costs of providing good accessibility to rail services, consistent with the Land Use & Transportation Strategy.	Work in partnership with developers & Local Planning Authorities	Ongoing

Table 15.12 New developments

15 Passenger Rail Strategy

Indicators and Monitoring

The Passenger Rail Strategy has established a range of desired standards, indicators and implementation targets for enhancements to the passenger rail network. Monitoring the delivery of the actions outlined in the Passenger Rail Strategy will be an important part of the management and control process. Progress against the identified actions and standards will be reviewed on a regular basis to make certain that the Strategy is achieving the desired outcome.

All monitoring, benchmarking and measuring will allow changes to be identified, incorporated and updated.

The aim of the passenger rail targets is to create a virtuous circle of continual improvement.

Table xxx summarises the indicators and output targets developed to assess progress with the Passenger Rail Strategy.

Passenger Rail Strategy - Indicators			
Indicator	**Performance Indicator**	**Source of Data**	**Frequency of Analysis**
Local Indicator: Increase in the number of journeys by rail to, from and within Warwickshire of 25% by 2011 from a 2002 base	Thousands of rail passenger journeys per annum	Train Operators	Annual
Local Indicator: Increase in the number of journeys by rail from Warwickshire to the West Midlands Conurbation of 35% by 2011 from a 2002 base	Thousands of rail passenger journeys per annum	Train Operators	Annual
Output Target: Coleshill Parkway open in 2006-2007	Completion	WCC	Annual

Table 15.13 Indicators

Community Transport Strategy 16

Introduction

The purpose of this strategy is to set out what is needed in Warwickshire over the next five years to ensure excellent passenger transport services which will address the needs of both current and potential passengers in Warwickshire and deliver the transport objectives of the Government and the County Council.

Section 110 of the *Transport Act 2000* requires Warwickshire County Council to prepare a "*…strategy containing their general policies as to how best to carry out their functions… in order that:*

- *Bus services meet the transport requirements;*
- *Bus services are provided to the correct standards; and*
- *Appropriate additional facilities and services are provided as the authority consider should be provided."*

The target audience for this strategy comprises a wide range of stakeholders including the residents of Warwickshire, community transport passengers and representative organisations, voluntary groups, the Department for Transport, the Council's local authority and regional partners, the Countryside Agency, operators and providers of community transport services, the Highways Agency and regulatory bodies.

The County Council is convinced that the underlying principle of the Community Transport Strategy must be to provide for the travel needs of passengers. Customers' needs should come before the operational requirements of the transport providers and, where applicable, their commercial requirements.

The timescale of the strategy is primarily the period 2005-2011, but it also provides a medium term framework for the future development of transport up to 2016 and a less detailed longer-term direction for the period after 2016. This forward-thinking approach is crucial as the delivery of public transport initiatives involves a wide range of stakeholders and the timescales for the schemes and measures will need to be flexible to take advantage of the implementation opportunities as they arise.

An effective transport network is essential in order to give people, in both the urban and rural areas of Warwickshire, access to the opportunities and benefits that contribute to the enjoyment of a better quality of life. Public transport needs will continue to be met by either bus, rail, community transport services or similar initiatives or any appropriate combination of these modes. This Strategy deals specifically with the contribution community transport services make in providing an effective transport network.

In this strategy, community transport is passenger transport and public transport modes of provision operating in a community transport sector that has evolved and continues to respond wherever there are unmet transport needs in Warwickshire.

The effectiveness of transport links extends, not only to their provision but also to difficulties in physically accessing what is provided, and other equally important issues such as the level of fares, journey time, personal security and comfort.

Each of these activities and modes has interlinked strategies and common aims and their provision will be integrated to provide the most effective transport service.

A further aspect that needs to be taken into account is that peoples' travel needs are not constrained by administrative boundaries. This strategy therefore considers cross-boundary services and services operating wholly within Warwickshire on an equal basis. This approach, in terms of delivery, makes effective partnership working with adjoining local authorities, regional and other stakeholders, users and transport providers absolutely essential. The County Council is committed to this way of working and partnership is a recurrent theme throughout the Public Transport Strategy and the public transport mode specific strategies.

This document outlines:

- The objectives of the strategy;
- A brief overview of the key policy framework in which community transport services operate;
- Population trends impacting on the achievement of the policy objectives;
- Performance of the existing community transport network;
- Existing and potential community transport users' views on current services and future needs;
- The Community Transport Strategy that was developed in response to this;
- Constraints on delivering the Community Transport Strategy;
- The Action Plan for delivery, the proposed schemes and measures; and
- Monitoring of the Action Plan

The Action Plan is a realistic implementation mechanism in the light of the constraints, with a monitoring and review process against set targets.

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Strategy Objectives

The starting point for this Community Transport Strategy is the overall transport objectives of the Local Transport Plan 2006-2011, which have been developed to reflect national, regional and local policy.

The Community Transport Strategy will contribute to achieving the objectives in the LTP by promoting a passenger network, which:

- Offers accessibility through the public transport system, both in terms of physical access to transport and its availability, to the widest cross section of the population;
- Gives people (including those who do not have access to cars) more travel choices to access work, services and leisure activities;
- Offers affordable fares to passengers;
- Provides an attractive and sustainable travel alternative to the car thereby helping to reduce traffic congestion and pollution levels and improving air quality and the environment; and
- Encourages integration with other modes of transport.

Policy and Context

Statutory Requirements

Warwickshire County Council is required under the 1985 Transport Act to:

"…secure the provision of such public passenger transport services as the Council consider it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose" and "…to formulate from time to time general policies as to the descriptions of services they propose to secure.." (Source: Transport Act 1985, Paragraph 63 (1) (a) and (b)).

Our Community Transport Strategy will also show how the authority's provision of subsidised services under the powers in the Transport Act 1985, as amended by the 2000 Act, supports the achievement of its local transport objectives and delivery of improvements in accessibility and social inclusion. It will also describe policies for the authority's use of Rural Bus Subsidy Grant and for continued support of successful policies previously supported by Government funding schemes such as the Rural and Urban Bus Challenges and the Rural Transport Partnership.

Community transport is identified as an important element in integrated transport strategy. Conventional public transport cannot always meet the diverse accessibility needs of people who live in remote rural areas, particularly those with mobility impairments, caused by a physical or mental condition, or who are for other reasons, unable to fully access public transport. Community transport provides an appropriate; much needed alternative to other modes of public transport.

In November 2000, the Department for Environment, Food and Rural Affairs (DEFRA) published the Rural White Paper "Our Countryside: the Future - A Fair Deal For Rural England", setting out its aims for an improved quality of life for everyone living in the countryside. In terms of improving transport for rural areas, the DfT's publication "Flexible Transport Services" followed in 2002, serving as guidance - for taxi and private hire operators, local authorities, transport partnerships and voluntary groups - on the types of flexible services that are available within the legislation.

The geographic profile of Warwickshire is extensively rural and community transport has been and continues to be an important component of policy on rural transport and rural access. That is why Warwickshire has developed a network of successful Rural Transport Partnerships. Our community strategy recognises too that the socio-economic dynamic underlying rural exclusion and isolation is sometimes identically at work or has parallels in urban settings. As the DfT emphasised in the foreword of Flexible Transport Services: "flexible transport services apply equally to urban areas".

The Social Exclusion Unit of the Government's Office of the Deputy Prime Minister published 'Making the Connections: Final Report on Transport and Social Exclusion' in February 2003. The report addresses the issue of the accessibility of services and activities wherever people live. It calls for innovative ways of providing transport solutions - including door-to-door and demand-responsive bus services - as well as guidance on accessibility planning. More recently still, the regulations governing who may travel on services provided under a Section 19 permit have been relaxed to include geographically isolated communities as eligible groups.

Issued in November 2004, DEFRA's Rural Services Review calls for more community transport to be used to meet local needs. Parish Councils are expected to contribute real evidence to local authority planning of services by carrying out accessibility audits to find out how easy or hard it is for local people to access services.

The Demand for Community Transport

The scale and distribution of the population in Warwickshire together with social characteristics will have a major impact on travel patterns and mode of travel. This has been taken into account when developing the Community Transport Strategy.

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Population

The population of Warwickshire has grown considerably over the last 25 years. Since 1981 growth has slowed to approximately 6%, although this is still a higher rate than both the West Midlands region and England and Wales as a whole. The population of the County is currently about 519,000 (2003). A combination of population growth forecasts, continuing changes to household structure and composition, and the ongoing attraction of living and working in Warwickshire will clearly continue to provide challenges to sustaining the well being of the County.

Social Issues

People on low incomes are more dependent upon public transport to access employment, health, education, shopping and leisure opportunities and make up a higher than average proportions of the market for bus travel. The proportion of households on below average incomes varies between the districts in Warwickshire. Pockets of deprivation can be found within all districts. Some wards within the Warwickshire districts are amongst the 10% most deprived in the country. A number of other wards fall not too far outside this category.

Scheduled passenger transport provision

There is a limit to network coverage by scheduled services. 89% of the bus trips made in Warwickshire are with commercial operators who cannot profitably offer service routes where demand is low or scattered, especially in rural areas. The County Council continues to provide subsidised and socially necessary services using a range of transport provision and this includes, where appropriate, community transport services.

Car Ownership

The proportion of households without a car in Warwickshire is 19%, which is below the national average of 27%. However, the proportion of households possessing two cars at 39% is greater than the average for England of 29%.   Research has shown that the second car has the greatest effect on public transport, as this car is used for non-peak trips e.g. school runs, directly competing with public transport where trips are offered at marginal cost and spare capacity is available.

People without access to a car are four times more likely to use a public transport service than people with access to a car.

Source: Warwickshire Statistics in West Midlands Travel Survey 2001

Even within car-owning households, not all members of the household may have access to a private vehicle during the day. For these and others without access to a car, travel opportunities can be constrained by the limitations of the current public transport network. For example the geographic and time of day coverage of bus and rail services can limit the abilities of those without a car to access employment, health, education, shopping and leisure opportunities.

Research suggests that the number of journeys per annum made by those without access to car is approximately 50% of those with a car.

Source – Warwickshire Household Survey

Existing Travel Patterns

Within Warwickshire, the main travel movements occur within and between the urban areas in the North/South corridor, i.e. Nuneaton, Bedworth, Coventry, Kenilworth, Leamington Spa and Warwick. There are also significant movements between Rugby and Coventry, and between Warwickshire and Birmingham. Parts of Western Warwickshire also experience a strong demand for travel towards Redditch. Similarly, there are significant travel demands from parts of North Warwickshire to Tamworth.

Traffic growth across the County has generally followed national growth trends over recent years. Traffic growth has tended to reflect areas where significant development has occurred.

Future Travel Patterns

Future travel patterns in the County will respond to a number of factors, including:

● New development, both within the County and in surrounding areas (particularly Birmingham and the West Midlands conurbation);
● Changes in work patterns, including more flexible working hours; and
● Changes in personal lifestyle choices.

Particular focus for development is likely to occur in the Coventry – Nuneaton Regeneration Zone, and the Solihull – Warwick Technology corridor. Regional Planning Guidance also highlights Rugby as a potential growth area in the West Midlands region.

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Mode Choice

Car is the dominant mode of travel in Warwickshire. A higher percentage of people travel to work by car (79%) than the average for England and Wales (68%) while a lower percentage use bus to travel to work (4% compared with 8%).

Demand for Community Transport

Community transport is capable of meeting the demand for high standards of public transport from anywhere in the community.

Warwickshire residents use community transport:

- If they are geographically isolated or without access to private or affordable transport; and
- when they require specialised or partly specialised services not usually available on conventional public transport.

The major users of community transport are older persons, people with frailty or mobility problems, people making health-related trips and younger persons.

Individual users may be registered directly with community transport schemes or benefit from community transport services as clients of organisations or bodies such as disability and other support groups, youth and social clubs, educational and health establishments, voluntary car schemes and Social Services.

The work of the voluntary car schemes in delivering health-related transport is considerable, in some cases representing up to 80% of the trips they provide.

To a large extent, the demand for community transport shadows the overall quantitative demand for public transport:

An analysis of the demand for public transport generally shows that parts of Warwickshire such as Nuneaton and Bedworth are characterized as areas of relatively high public transport use, whilst others, such as Stratford have lower levels of use. Bus services carry the majority of public transport users in Warwickshire, typically over a distance of two to three miles.

Bus demand has risen in response to the development of Quality Bus Corridors in Warwickshire. Passenger demand has increased by 30% on three of the four Quality Bus Corridors and by over 10% on the remaining corridor. This compares with national increases in bus demand of 1-2%.

Demand is ongoing for the users referred to above and additional demand for community transport is arising in other inter-linking and overlapping roles. Some have been made possible by legislative change or can embrace the County Council's wider objectives, for example in:

- transport to employment, especially with adaptation to unusual working hours and shift patterns;
- providing access from isolated areas for all members of the community;
- establishing reliable, convenient services that encourage modal switch; and
- maximising current resource through partnership and review with statutory agencies.

The Need for a Better Community Transport Network

The current level of community transport use is determined by the services on offer and the County Council is convinced that a greater need exists than is being provided for by the existing community transport network.

An improved transport network with integrated community transport services will be essential if the objectives of the Community Transport Strategy are to be achieved. It will enable people without access to a car or scheduled passenger transport services to more easily reach a wide range of education, training, employment, shopping and leisure opportunities and to reduce congestion.

Warwickshire residents have said that the main improvements, which will encourage them to use community transport more, are sustainable, reliable services using drivers and staff trained in customer care. This market research is detailed later in the 'Customer Research' section of this chapter.

Further influences on demand

Looking to the future, the community transport network will frequently need to be engaged in transport provision for new developments and lifestyle changes.   New employment initiatives, such as Hams Hall Business Park, the Solihull-Warwick Technology Corridor and Coventry – Nuneaton Regeneration Zone and increasingly flexible working hour for many jobs will need to be served effectively. The development of a "24 Hour / 7 Day" lifestyle is increasing the need for earlier and later transport – not only for people enjoying the extended facilities but also for those employed in providing them - serving cities such as Coventry and Birmingham and also larger towns such as Leamington Spa and Nuneaton. The very close proximity to

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Warwickshire of Birmingham International Airport and several expanding universities will continue to drive the demand for flexible, demand-responsive services alongside more conventional bus travel both in terms of frequency, new routes and hours of operation.

Another factor set to influence the demand for community transport is the increasing proportion of retired and older persons in the population due to increased longevity. Their access needs as a group will be met by private transport to some degree. Yet access to private transport will vary between individuals according to personal characteristics such as economic activity, income, health, personal mobility and the level of support provided by family or friends. The more the need for public transport, the greater the expected demand for community transport. Despite accessibility improvements in the commercial bus fleet, it can be expected that some will continue to find it difficult to access fixed route public transport services for many of the same reasons that currently exist.

Our statutory partners, as providers and purchasers of transport, continuously review their arrangements. Guidelines have been issued to Health Authorities that affirm and encourage the agenda for joint working on accessibility solutions involving the NHS Trusts, PCTs and local transport authorities. Social Services departments increasingly investigate their clients' transport and accessibility needs, researching and identifying initiatives such as independent travel and neighbourhood travel co-ordination. Crosscutting aims and objectives are generally more evident in the development of community transport activities. The role, for example, of Car Clubs in community transport can be explored alongside the established benefits they are expected to deliver in the work on sustainability, travel to work and travel planning undertaken by the County Council.

Existing Community Transport Network

The flexibility and scope of community transport is apparent form the range of forms of provision across the County summarised in the following list:

- Section 19 and 22 minibus permit operations;
- Voluntary and social car schemes;
- Voluntary groups/day centres who operate their own minibus;
- Dial-a-ride and dial-a-bus projects;
- Commercial bus operation incorporating demand-responsive features, e.g., pre-booking, 'roam-zones', diversions from fixed routes;
- Moped loans;
- "Shopmobility" services;
- Minibus brokerage projects;
- Volunteer recruitment and training programmes;
- Some forms of community-based initiatives, e.g., informal car sharing networks between neighbours; and
- Some taxi services.

Community transport organisations offering brokerage and/or dial-a-ride services operate out of Stratford upon Avon, Warwick and Atherstone. Voluntary car schemes operate in all five of the County's Districts and Boroughs – Stratford-on-Avon, Warwick, North Warwickshire, Nuneaton & Bedworth and Rugby. The County has developed a large network consisting of approximately 50 Flexibus services covering rural and urban communities. Ring-and-Ride schemes operate for specific isolated communities and a Section 22 Community Bus is established in the market town of Shipston in the extreme south of the County. The 'Buster Werkenbak' demand responsive access to employment in North Warwickshire is an innovative round-the-clock service. The 'Wheels to Work' moped loan scheme operates across the county with a fleet of up to 70, co-ordinated from its operational base in Rugby.

In addition to providing access to services in urban and local centres, demands exist to serve a number of major attractors, both in and outside the county including Walsgrave Hospital, Warwick Hospital, George Eliot Hospital, Queen Alexandra Hospital, Hams Hall, Birmingham International Airport, the National Exhibition Centre, Warwick University and Coventry University.

Many community transport services in Warwickshire are operated in the 'not-for-profit' sector, i.e. voluntary, community, charity and statutory. We, as the local transport authority, encourage and promote partnership working in the development and implementation of community transport solutions. We maintain close contact with our partners through Rural Transport Partnerships led by local Rural Transport Partnership Officers whose work is dedicated to researching and providing accessibility solutions for their communities.

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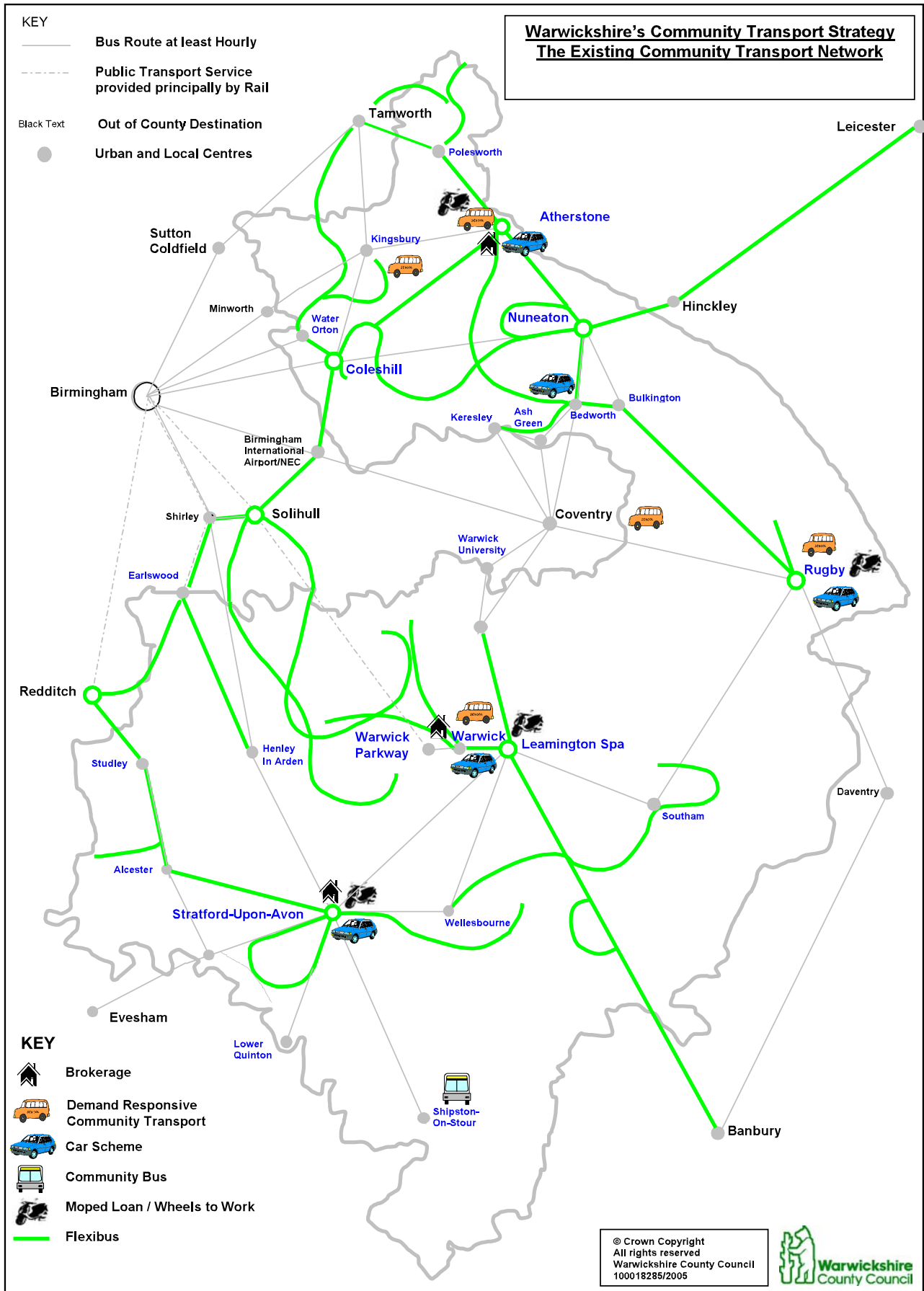
Figure 16.1 Warwickshire's Existing Community Transport Network

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The County Council, in line with the local and national policies on accessibility and social inclusion, provides socially necessary public transport provision. Subsidised services account for 11% of bus passenger journeys in total and include some unconventional and demand responsive schemes.

The main challenges to achieving the aims of the community transport strategy are:

- For community and voluntary sector transport to be integrated with other modes of transport more effectively;
- For consistently high standards of operational efficiency and customer service to be evident and acknowledged by partners throughout the community transport sector;
- For the potential of funding to be fully exploited through collaboration and co-ordination;
- For better co-ordination between CT organisations;
- For improved comprehensive timetable information relating to community transport to be more readily available to potential and existing passengers; and
- For the profile of the community transport sector that undertakes effective work relating to socially excluded communities to be recognised.

There are also opportunities whereby community transport:

- Offers an opportunity for accessible travel for people who are socially excluded, mobility impaired or rurally isolated;
- Is operated by the community for the community and therefore is often more responsive to their needs than other modes of transport;
- Does not operate for profit and generally aims to design schemes that offer affordable transport and so help to meet the needs of those who cannot access other services; and
- Can interchange with other modes of transport by feeding passengers into the main transport corridors.

Customer Research

Ongoing consultation, market research, data collection and monitoring of community transport services are conducted in order to gain a better understanding of people's needs and expectations. This research has provided a detailed picture of the different issues that influence the way people value public transport services in general and community transport services in particular. This has helped to produce a Community Transport Strategy which addresses the needs of current and potential users and which will deliver the desired outcomes.

Community Transport Strategy Consultation 2003

Respondents said that in Warwickshire, community transport should be organised according to need and could range from highly organised schemes to targeted local transport projects. Nearly always, the vehicles would be low floor or wheelchair accessible. Other features and characteristics that would make community transport attractive to use are:-

- Friendly, high-profile branded image;
- Reliable, efficient and professional services;
- Sustainable services;
- Integrated – feeding to other transport services;
- Affordable – fares in line with conventional bus fares;
- Good information and publicity; and
- Trained, caring staff.

From more general research, Warwickshire County Council surveys have found that:

- 30% of people thought that bus services had got worse;
- 48% thought that the cost of public transport had increased; and
- 50% thought that the lack of transport for people without cars was a major or a significant problem.

Considerable customer satisfaction does exist. For example:

- 43% of Warwickshire residents are satisfied with bus services (based on best value performance indicators surveys);
- 53% of bus users in Warwickshire are satisfied with bus services (based on citizens panel surveys); and
- 88% of bus users are satisfied with bus services operated under contract to Warwickshire County Council (based on customer comment cards).

The research producing these outcomes tends to be from surveys carried out on the high volume routes. The Community Transport Strategy itself has been developed in consultation with a wider range of customers, operators and stakeholders working, for example, through the Rural Transport Partnerships. Through this process, the Draft Strategy was carefully compiled over time before serving as the basic terms of reference for a formal countywide consultation in late 2003.

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Over 400 organisations and user representatives with an interest in the provision of community transport were contacted and invited to take part:

- Disability groups – representing mobility, learning and sensory impairment;
- Older persons;
- Parish and District Councils;
- Bus User Groups;
- Rural Transport Partnerships;
- Rural Community Council;
- Community transport brokerages;
- Commercial bus operators;
- Volunteer Bureaux;
- Community Service Councils;
- Neighbouring Authorities;
- Taxi and PHV operators; and
- Statutory partners.

They were able to participate by completing a questionnaire or by attending a Focus Group. Warwickshire County Council have incorporated and addressed the results of the consultations and the customer research in the preparation of this strategy.

The Strategy

The vision of Warwickshire County Council's Community Transport Strategy is:

'An affordable, accessible, safe, convenient, environmentally friendly and integrated network of community transport services, capable of attracting an increasing market share for community transport thereby contributing to the achievement of the objectives in the Warwickshire's Local Transport Plan 2005'.

The aim of the Community Transport Strategy is to grow the market for public transport in general and community transport services in particular by making the product attractive both to existing and potential users alike. It will achieve significant improvement in the provision of community transport services and facilities to the people of Warwickshire by following a customer-driven approach designed to identify and overcome barriers to the use of public transport.

Warwickshire's Community Transport Strategy is a stand-alone strategy adopted at Cabinet level and is one of few, if not the only one, acquiring this status among the country's local transport authorities. It seeks to provide a range of measures and proposals, which will result in the growth of the market for community transport services.

The major theme of the Community Transport Strategy is to encourage greater development and use of community transport in order to:

- Promote social inclusion by developing suitable community transport solutions, with the help of local communities, for those people either without access to other modes of transport, or for those people to whom community transport offers the most appropriate mode of travel;
- Widen access to services, employment, training, social and recreational facilities for socially excluded individuals / isolated communities; and
- Improve the integration of community transport with other modes of transport, to complement them and to increase the range of travel opportunities and options for Warwickshire residents.

The Community Transport Strategy Policies

Details of the specific policies are provided below.

Policy CT 1

Partnership

In order to achieve the aims of this strategy the County Council will work closely with community transport scheme operators, the Rural Transport Partnerships, the Community Transport Association, bus operators, train operating companies and other tiers of local government including parish and town councils. The County Council will also continue to seek the involvement of other community transport stakeholders and user representatives in particular statutory partners in health, Social Services and education.

Community Transport Strategy 16

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Policy CT 2

Quality of Service

To meet overall accessibility aims, the County Council will encourage the provision of community transport services that are:

a.   Affordable
b.   Accessible
c.   Available
d.   Acceptable
e.   Simple to Use

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Quality of Service

a. Affordable

- The adult single or return fare should not exceed the full cost of the equivalent journey by car, unless justified as a premium fare in respect of a significantly faster journey time. The cost of the journey by car will be calculated in accordance with the current AA Petrol Car Running Costs for a car costing £10,000 with an annual mileage of 15,000.

b. Accessible

- The design of bus stops, bus stations, pick-up and setting down points for community transport services and vehicles must enable passengers to board or alight from the vehicle who choose to do so unaided or with a reasonable level of assistance;
- Interchange infrastructure should provide for 'seamless' changes between transport modes. This should be assisted by good signage, information and appropriately designed infrastructure;
- Public transport services should be co-ordinated to encourage interchange consistent with the aims of the Public Transport Interchange Strategy, the Bus Strategy and the Passenger Rail Strategy with the object of increasing the range of travel opportunities and options for travellers; and
- Pedestrian and cycling routes to stops and interchanges shall accord with the standards set out in the Walking Strategy and the Cycling Strategy. The access to stops and interchanges, particularly by people who have difficulties because of health or mobility problems should be addressed.

c. Available

- Community transport should provide coverage and a level of service, which contributes to or meets the minimum period of operation and service frequency standards set out in Bus Strategy Policy BS3. The access time to this level of bus service from the users point of origin should not exceed seven minutes.

d. Acceptable

- Community transport services should be of sufficient quality, particularly in terms of reliability and punctuality, which a potential passenger would be confident in relying on them;
- Stops, picking up and setting down points, bus stations and interchanges should provide both a perception and reality of personal safety and security. Reasonable shelter, comfort, suitable heating and ventilation for the season of the year should also be available where appropriate;
- Community transport operators will regard staff training as a necessary investment, not an avoidable cost. Staff should be helpful and courteous and have received customer service training including MiDAS minibus and PATS passenger assistance training where appropriate;
- The journey time of the service should be similar to the equivalent journey by car unless this can be justified by a significantly reduced fare; and
- The length of stay at destination enabled by the community transport service should, as a broad guide, be approximately two hours for a retail or health visit and approximately three and a half hours for an evening or Sunday visit.

e. Simple to Use

- Timetables, routes, booking arrangements, eligibility rules and fares and concessions should all be readily available, easy to understand and simple to use;

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- Information systems should enable passengers to plan their journeys and provide increased public confidence as to the availability and reliability of services consistent with the Passenger Information Strategy;
- Full and timely information should be provided or be easily available to customers in case of disruption to services; and
- Integrated ticketing between modes including rail, bus and community transport services, where it is necessary to use different modes to complete a journey.

Policy CT 3

Developing new community transport services

The County Council will take the lead role and work with its partners to identify transport and access need. Where such need is not or cannot be appropriately met, either wholly or in part, through bus, rail or other modal provision, community transport solutions will be developed.

Policy CT 4

Demand-responsive and flexible transport options

The County Council will, in order to meet the diverse access needs of all, investigate and, where appropriate, introduce demand-responsive services and other flexible transport options.

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Warwickshire's Community Transport Strategy
Proposed Community Transport Network
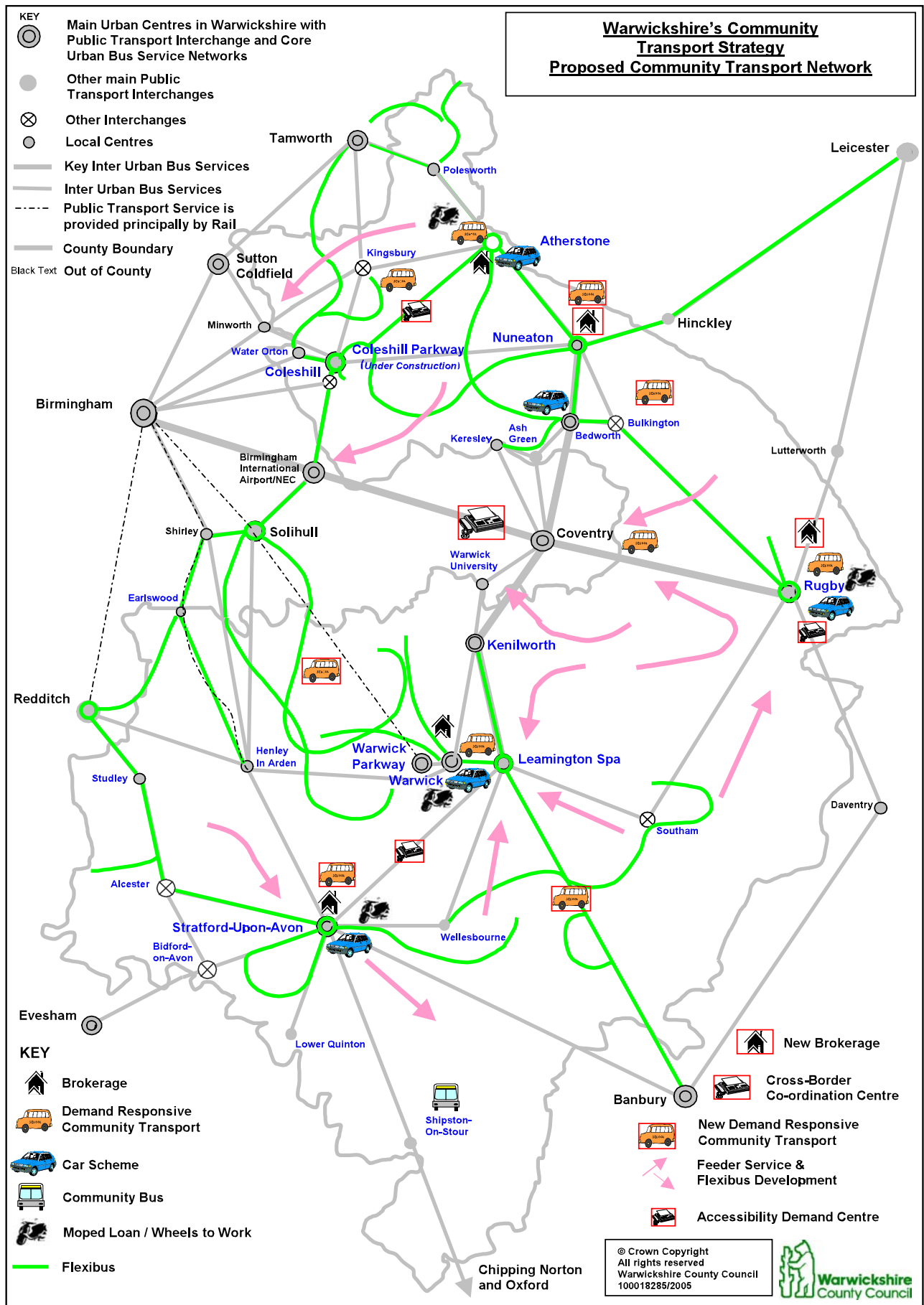
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Figure 16.2 Warwickshire's Proposed Community Transport Network

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Policy CT 5

Extending and integrating community transport facilitation and coverage across the County

The County Council will sustain the capacity of its community transport network to respond in both rural and urban contexts to local transport planning and accessibility planning at all key levels:

- Strategic Network;
- Transport Corridors;
- Urban;
- Rural – Urban Links;
- Town and fringe;
- Villages;
- Small Local Schemes; and
- Hamlets and isolated dwellings.

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The Constraints

There are significant constraints to the County Council's ability to deliver the Community Transport Strategy. It is therefore critical to fully explore and understand these in order to produce an Action Plan.

The key constraints are set out in Table xx:

Constraints and their Effects	
Constraints	*Effects of the Constraints*
Many community transport projects are initiated with time-limited revenue funding. If they fail to become self-financing, the services can be withdrawn.	This creates an unstable community transport network in terms of area coverage, operational strategy and planning and information flows.
Commercial operators who focus on profitable routes and times of day provide the majority of conventional bus services. The County Council do not have any control over the majority of services.	Despite recent legislative initiatives that permit the registration of flexible services, the commercial bus network is limited as a resource that can be used in meeting the diverse access needs of people outside its core commercial routes or operating hours.
Bus operators often focus the provision of new high quality, accessible buses to the most profitable / core routes.	Leads to use of older buses on other routes which can: • constrain the development of a consistent high quality and accessible network • impact adversely on accessibility needs among isolated and disadvantaged group
Bus and train operators do not perceive a commercial incentive in integrating and coordinating bus and rail services with community and voluntary sector transport provision.	Can lead to duplication on trip sections that follow high-volume routes to key service destinations Discourages the introduction of new services, including feeder services, where integration is feasible, necessary or a cost-effective use of resources The potential of funding to be fully exploited through co-operation and collaboration can be missed.
Changes in licensing legislation have reduced the ability of Section 19 minibus operators to employ paid drivers in a sector where volunteering input is increasingly hard to recruit, retain and expand	The capacity of the sector to deliver high quality, reliable services may be gradually eroded through: Disproportionate investment of scarce resources into volunteer recruitment activities

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Constraints and their Effects	
	Natural leakage of skilled, highly trained and dedicated drivers
The legislation applying to not-for-profit organisations wishing to operate vehicles of less than nine passenger seats for service provision can be complex and restrictive	Overall opportunities to effectively deploy MPVs, with their potential flexibility and economy of use, are reduced.
Standards of provision vary between organisations in factors such as customer care, vehicle specification and service publicity.	Creates an impression of inconsistency that can reduce confidence in the ability of community transport services to provide a high quality, integrated service.
Administrative/technical problems and insufficient incentives for bus and train operators to provide effective multi-mode through ticketing.	Discourages the introduction of ticketing systems that would reduce the higher cost and inconvenience of multi-mode journeys.
Different local authority arrangements curtail the opportunities to travel within and beyond the county.	Constrains the travel opportunities of those seeking to access key service destinations and suppresses demand, particularly of those with limited or no access to a car.
The availability of financial resources to the County Council is limited. In particular there are limited resources available to provide revenue support for community transport operating hubs and transport schemes that meet accessibility aims and objectives	Limited financial resources constrain the ability to achieve and develop: ● a comprehensive high quality community transport network that offers attractive transport options to existing and potential users ● the mainstreaming of identified community transport services and schemes in the Community Transport Strategy
The cessation of national funding for Rural Transport Partnerships in March 2006 potentially places constraints on the ability of the Council to maintain an active and productive Partnership presence in the community unless alternative funding sources can be identified. Relevant functions of the Countryside Agency will pass to the Regional Development Agency, Advantage West Midlands.	Although the County Council is committed to mainstreaming the successful work of the Rural Transport Partnerships, the future scope and coverage of partnership functions needs clarification or uncertainty may diminish community effectiveness and involvement
Both statutory agencies and community-based transport providers often work to separate business plans and agendas, either because this is required by funding bodies or under the influence of competing priorities.	Unless cross-cutting benefits are actively sought out, the potential for collaborative and co-ordinated use of resources cannot be maximised
New developments are not well located for efficient and sustainable access by bus. Because of their site-specific nature, contributions toward the cost of providing demand responsive and community transport services are limited in scope.	Contributions are limited usually to a maximum of five years. At the end of this period, if the development is not well located in terms of bus access the bus services may not be sustainable without ongoing financial support. This places an additional pressure on the Revenue Support Budget to subsidise continued public transport access to developments.

Table 16.1 Constraints and their effects

The Effects of the Constraints

These constraints limit the County Council's ability to deliver in full the significant improvements to the community transport network, which underpin the Community Transport Strategy. For those areas where the constraints seriously inhibit the ability of the County Council to deliver the Community Transport Strategy, alternative measures will be used where possible to help progress towards the strategy objectives. These are set out in the Action Plan in the following section.

The Action Plan

The Community Strategy Action Plan has been developed such that it seeks to minimise the adverse impact of the constraints on the achievement of the policies in the Community Transport Strategy. The Action Plan is geared towards meeting customer needs in a way that recognises existing constraints and opportunities.

The delivery of community transport based initiatives involves a wide range of stakeholders. In these circumstances, the timescales for the schemes and measures set out below will need to be flexible to take advantage of the implementation opportunities as they arise.

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Action AP1 - Partnership

The role of the County Council, working in partnership with the community and voluntary sector, the commercial bus industry, customers and other stakeholders, is as the promoter of local network improvements. The County Council also has a key role through its statutory responsibilities as Highway Authority and under the Transport Acts 1985 & 2000. The Rural Transport Partnerships serve as a key path by which it maintains partnership working on transport, access and social inclusion issues.

Although some bus-based schemes are commercially viable and funded from within the bus industry, it is generally the case that those in the community transport sector are subsidised by the County Council or through other public funding sources. These schemes are often viable when the wider transport and socio-economic benefits are taken into account. They do not have a cash value for the bus industry so the continuing element of public funding will be essential for these schemes to be delivered. The County Council will work with its partners to secure funding from the Local Transport Plan settlement and from other appropriate sources of funding, including contributions from land developers.

For each specific initiative the likely timescale for delivery is identified as short term, medium term or long term. For the purposes of this strategy, short term will be the period to 2006, medium term will be the period from 2006-2008 and long term will be the period 2008 onwards.

Action AP2 – Quality of Service

'Affordable'		
Action	**Schemes & Measures**	**Timescale**
Examine opportunities for revisions to fare structures and levels	Work in partnership with community transport sector operators for referencing of fares to ordinary bus fares Work in partnership with bus operators	Short
Investigate opportunities to develop an improved county wide travel scheme, possibly through a free-issue county-wide bus pass, for travel on bus and community transport services	Work in partnership with District/Borough Councils to secure eligibility of demand-responsive and unregistered services	Short
Investigate opportunities to develop a concessionary travel scheme for cross boundary bus, rail and community transport services	Work in partnership with bus operators, community transport operators, District/Borough Councils, Centre and other neighbouring authorities	Short
Examine opportunities provided for within the relevant transport legislation to provide through ticketing between rail, bus and community transport services	Work in partnership with train, bus and community transport operators	Short

Table 16.2 Action AP2 - Affordable

'Accessible'		
Action	**Schemes & Measures**	**Timescale**
Encourage an increase in the accessibility of community transport sector vehicles	Work in partnership with community transport operators to incorporate fully accessible vehicles on services	Ongoing
Encourage an increase in the provision of low-floor accessible buses on commercial bus services	Work in partnership with bus operators to improve the quality of the bus fleet	Ongoing
Increase proportion of rural population living within about 10 minutes' walk of an hourly bus service	To equal or exceed national target of 50%	2010
Enhance facilities for community transport passengers at bus stops and public transport interchanges consistent with the aims set out in the Public Transport Interchange Strategy	Coleshill Parkway Rugby Rail Station Nuneaton Rail Station Atherstone Bus Station Nuneaton Bus Station	2006-2007 Short Short Short Short/Medium

'Accessible'		
	Stratford-upon-Avon Rail Station	Short
Promote integration between bus, rail, express coach and community transport services	Work in partnership with bus operators, express coach providers, train operators and community transport providers to improve integration between services Continue to integrate the Warwickshire County Council tendered bus services with rail services and community transport services	Ongoing Short
Seek to safeguard sites with the potential for improved public transport facilities	Work in partnership with Local Planning Authorities and developers	Ongoing

Table 16.3 Action AP2 - Accessible

'Available'		
Action	**Schemes & Measures**	**Timescale**
Under Accessibility Planning, undertake assessment of the need for community transport provision at locations where the bus network fails to meet the level of service standards set out in Bus Strategy (BS3)	Continue liaison arrangements with community transport operators to co-ordinate changes and development of the network in order to optimise passenger benefits Use 'Criteria for the Provision and Financial Support of Essential Transport Links' where these are not provided by the current network Seek to maximise third party funding of network enhancements, but only if (i) these will contribute to the objectives of the Community Transport Strategy the Bus Strategy and (ii) arrangements are proposed which are satisfactory to the County Council providing for the long term financial subsidy and/or maintenance of the enhancement	Ongoing Ongoing Ongoing

Table 16.4 Action AP2 - Available

Background Information

CRITERIA FOR THE PROVISION AND FINANCIAL SUPPORT OF ESSENTIAL TRANSPORT LINKS …

……. deals with the contribution which bus and rail services and community transport schemes will make to improving accessibility and how the County Council will provide and financially support essential transport links.

For people without access to a car, the lack of appropriate transport links restricts the possibilities of benefiting from a wide range of facilities, including work, education and training, healthcare, shopping, social activities and leisure.

The key principles behind the criteria are:-

- *A minimum level of accessibility should be provided for all the residents of Warwickshire. The criteria does not seek to constraint higher service levels, but establishes the provision of the minimum level of service for all as a first priority;*
- *The new criteria is not designed to be prescriptive and is envisaged as a first step in developing criteria which are more finely attuned to peoples' needs for essential transport links;*
- *Accessibility levels will consider levels of transport need at a local level. There is a wide range of complicated factors which give rise to transport need including age, income and health. With the object of producing a simple easily understood criteria, the level of car availability has been used to reflect these various factors;*
- *The most effective option or a mix of options will be used to provide essential transport links, including conventional bus and rail services, voluntary and community transport schemes, flexible transport services, demand responsive systems and other innovative transport schemes.*

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'Acceptable'		
Action	**Schemes & Measures**	**Timescale**
Seek to promote and where feasible, to provide bus services which meet the needs of existing and potential community transport passengers	Work with passenger groups and communities to identify passenger needs	Ongoing
Promote improvements in the punctuality and reliability of community transport services	Work with community transport operators and key stakeholders to identify where services are subject to delay which leads to unreliability and low levels of punctuality	Ongoing
Improve the image and attractiveness of community transport travel in Warwickshire	Work in partnership with operators to develop a single high quality brand/identity for services which integrate with the Warwickshire network, which is readily understood and promotes the network to a wide audience	Short
Develop 'Intelligent' traffic management systems and priority measures which increase service reliability and punctuality consistent with the Intelligent Transport Systems Strategy	Work with relevant partners for establishment of eligibility for community transport vehicles	

Table 16.5 Action AP2 - Acceptable

Background Information

NUNEATON 'BUS BRIDGE'……

*   …. Is a new 'buses only' bridge that will give buses direct access in and out of Nuneaton Bus Station thereby avoiding a major area of congestion in the town centre.*

Community transport passengers will benefit from faster journeys.

'Simple to Use'		
Action	**Schemes & Measures**	**Timescale**
Provide community transport information which should be readily available, easy to understand and be simple to use.	Continue to produce accurate, comprehensive, impartial community transport service and timetable information Continue to maintain the community transport and Rural Transport Partnership information pages on the County Council's public transport information website Continue to promote the national 'Traveline' telephone inquiry line Service Identify opportunities to work with operators and other transport authorities to ensure the best use of publicity and marketing resources and to avoid duplication.	Ongoing Ongoing Ongoing Ongoing
Examine the possibility of working in partnership with community transport operators and neighbouring authorities to deliver real time information accessible by mobile phones	Countywide Short Messaging System	Medium
Raise public awareness about community transport services and the travel choices that they provide	'TravelWise' and Green Travel Initiatives	Ongoing

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'Simple to Use'		
	Community based newsletters and Bus User Groups	Ongoing
Where appropriate incorporate community transport service information at 'Bus Information Points' in town centres, bus stations, main railway stations and larger villages (Bus Strategy, AP2)	Warwick Bus Interchange	Short
	Atherstone Bus Station	Short
	Leamington Spa Centre	Short
	Leamington Spa Rail Station	Short
	Kingsbury	Short
	Kenilworth	Short
	Stratford upon Avon	Short
	Rugby	Short
	Nuneaton	Short
	Bedworth	Short/Medium
	Coleshill	Short/Medium
	Alcester	Short/Medium
	Kineton	Short/Medium
	Wellesbourne	Short/Medium
	Shipston-on Stour	Short/Medium
Encourage fare structures and levels which are easy to understand and simple to use	Work in partnership with community transport operators	Short
Examine opportunities provided for within the relevant transport legislation to provide through ticketing between bus and services	Work in partnership with community transport, bus and train operators	Short

Table 16.6 Action AP2 - Simple to Use

Action AP3 – Developing new community transport services

Action AP3		
Action	**Schemes & Measures**	**Timescale**
We will develop service level agreements with community transport operators	Buster Werkenbak Access to Employment Service, North Warwickshire	Short
		Short
	Back & 4th Transport, Stratford on Avon	Short
	Get Set & Go, Nuneaton & Bedworth	Short
	Community Links, Stratford on Avon	
County vehicles will be made available for voluntary sector use, using community transport schemes to broker spare capacity	Car-Go-Bus, North Warwickshire	Short
We will work with communities on transport and access to services in urban settings	Urban Community Transport Partnerships, Nuneaton and Bedworth	Short/Medium
Opportunities will be sought to introduce schemes that may be operated in the commercial sector or as services registered with the Traffic Commissioners	Introduction of 5 new buses	Short
Opportunities will be sought to support or introduce schemes that, operated in the community and voluntary sector, can achieve the benefits of partnership working arising from Warwickshire's Compact.	Back & 4th Transport Brokerage, Stratford	Short
		Short

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Action AP3		
	Medicar, Bedworth	Short
	Village Link & Volunteer Centre, Rugby	
Community transport will be considered in external funding applications	Back & 4th Transport Brokerage, Stratford	Short
	Racing to Get There, Warwick	Medium
Where appropriate, the introduction of new approaches to community transport service provision, or elements thereof, will be researched, implemented and integrated	Car Clubs, Transport to Employment Project, Nuneaton	Short-medium
	Travel Planning and Travel to Work, County Sustainability Unit	Medium
	Neighbourhood Travel Planning, Social Services	Medium-long
	Independent Travel, Social Services Commissioning	Medium-long
Under Accessibility Planning, undertake assessment of the need for community transport provision at locations where the bus network fails to meet the level of service standards set out in Bus Strategy (BS3)	Utilise Revenue Support Criteria to prioritise 'Essential Transport Links' where these are not provided by the current network	Ongoing
	Seek to maximise third party funding of community transport/bus network enhancements	Ongoing

Table 16.7 Action AP3 - Developing New Community Transport Services

Action AP4 – Demand responsive and flexible transport options

Action AP4		
Action	**Schemes & Measures**	**Timescale**
Investigate demand responsive and flexible services as feeder services into key transport corridors and Quality Bus Corridors	SPARK (Leamington Spa and Warwick) and North-South Corridor Step-Change Initiative	Medium
	Existing QBCs in the Bus Strategy (AP2):	Short/Medium
		Short/Medium
	Nuneaton - Bedworth - Foleshill Road - Coventry	Short/Medium
	Brownsover - Rugby - Bilton - Coventry	Short/Medium
	Warwick - Leamington Spa - Whitnash	Short/Medium
	Quality schemes to be developed:	Short/Medium
	Project Diamond (Nuneaton & Bedworth)	Short/Medium
	Nuneaton - Attleborough - Red Deeps - George Eliot Hospital QBC	Short
		Short/Medium

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Action AP4		
	Bedworth - Bulkington - Nuneaton QBC Inter Urban QBCs: Rugby-Wolston - Binley - Coventry Stratford - Wellesbourne - Warwick - Leamington Tamworth - Coleshill - BIA/NEC - Solihull - Stratford	Medium
Consider the implementation of more shift work-sensitive demand responsive schemes for residents to access and retain employment opportunities, especially but not exclusively, in the context of the Bus Strategy Step-Change Initiatives	Coventry to Nuneaton Regeneration Zone	Short/Medium

Table 16.8 Action AP4 - Demand Responsive and Flexible Transport Options

Background Information

A STEP-CHANGE IN THE NORTH-SOUTH CORRIDOR

The North-South Corridor from Nuneaton in the north through Bedworth, Coventry and Kenilworth in the south is a densely developed corridor. It contains principal travel destinations including the city of Coventry and a number of major town centres, Warwick University, Coventry University, the Coventry Arena and a number of key regeneration sites.

Future travel patterns on the corridor will respond to a number of factors, including:

- *New residential, employment, retail and leisure facilities in all the main centres in the corridor, including major regeneration initiatives in the Coventry-Nuneaton Regeneration Zone, the opening of the Arena complex and development of the Solihull – Warwick Technology Corridor;*

- *Changes in work patterns;*
- *Changes in personal lifestyle choices with the development of a '24 Hour / 7 Day ' lifestyle not only for people enjoying the extended facilities but also for those employed in providing them.*

The corridor suffers from the most severe congestion because of large movements of people throughout the day and offers significant opportunities to improve accessibility, reduce congestion and aid economic regeneration.

The density of the population and the level of activity in the corridor are set to grow substantially and will create increasing demand for transport. These demands will increase car use and congestion unless a good quality public transport network is available. A key shortcoming of the current network is the lack of a through public transport service between the north and the south without the current requirement to change at Coventry. A through service would enable a free-flow between where people live and the opportunities for work and leisure without increasing congestion.

The County Council will be investigating a combination of improved heavy rail services, Light Rail, Bus and Guided Bus or other innovative public transport systems.

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Background Information

'SPARK' CORRIDOR STEP CHANGE

The Leamington Spa – Warwick corridor is another densely populated area that suffers from both corridor and town centre congestion and this is further increased by traffic that is seeking to avoid the heavy congestion on the trunk road network nearby.

Unless action is taken, journey times are expected to increase dramatically and, in common with other urban areas in Warwickshire, the peak journey periods will also lengthen into the rest of the day. This will reduce air quality and have adverse impacts on the significant stock of heritage buildings in the two towns. Clearly, further residential development in the area will exacerbate the situation further.

Spare highway capacity is very limited. Due to the dense urban nature of the corridor there is very little potential of accommodating the projected traffic levels by increasing road space without compromising the historic urban built environment and encroaching on the relatively high number of urban green spaces protected by conservation areas.

As highway capacity cannot be significantly improved, the only feasible way to cater for increasing travel demand is through the introduction of a 'step change' in the coverage and quality of the local public transport network combined with measures to encourage more walking and cycling.

*SPARK (Leamington **Spa** and Wa **r** wic **k**) will provide the 'step-change' in public transport that is essential. The scheme is built around the existing rail route within the area and its three local stations at Leamington Spa, Warwick and Warwick Parkway that will be developed as a local 'metro'. The proposal is a parallel Bus Rapid Transit that will serve the main Warwick-Leamington corridor and provide for interchange with the rail service and with local bus feeder services in key interchange points on the rail and BRT routes. The emphasis will be on quality and coverage and the scheme will include:*

- *A branded integrated public transport network;*
- *New accessible buses;*
- *Greater public transport coverage, frequency and hours of operation;*
- *Simplified fare structures and increase hours of operation.*
- *Real-time information displays at key points and interchanges;*
- *Real-time service information available on mobile phones;*
- *Bus priority at key junctions using of intelligent traffic management technology;*
- *A new bus terminal arrangements in Warwick*
- *A new bus terminal on the north side of Leamington Station;*
- *A Park & Ride for Leamington and Warwick; and,*
- *An integrated "School Links' Network to reduce car borne schools travel.*

Action AP 5 – Extending and integrating community transport

Action AP5		
Action	**Schemes & Measures**	**Timescale**
Mainstreaming of services in order to sustain established community transport initiatives	Back & 4th Transport Brokerage	Short
	Easyrider Service, Rugby	Short
	Wheels to Work Moped Loan Scheme, Countywide	Short
Expansion of the County's network of Flexibus services	Work with partners to identify local accessibility needs	Ongoing
Mainstreaming of transport and accessibility generating and partnership building infrastructures	Secure continuation of the Rural Transport Partnership functions	Short

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Action AP5		
	Extension of the Nuneaton and Bedworth Transport to Employment Project	Short
Work with partners in the community transport sector to investigate the feasibility and desirability of Demand Centre service management	Consult and identify a pilot area Countywide	Short-medium Medium-long
Establish and develop an appropriate framework for work with our neighbouring authority partner, Coventry City Council, on cross-border community transport where accessibility needs are identified	The travel planning, operational and research capabilities of Urban Community Transport Partnerships, Nuneaton and Swiftlink Community Transport, Coventry	Short-medium
Secure, where appropriate, funding from developers towards the costs of providing appropriate community transport services to serve the development, consistent with the Land Use & Transportation Strategy.	Work in partnership with developers & Local Planning Authorities	Ongoing

Table 16.9 Action AP5 - Extending and Integrating Community Transport

Indicators and Monitoring

The Community Transport Action Plan has established a range of desired standards, indicators and implementation targets for enhancements to the public transport network. Monitoring the delivery of the actions outlined in the Community Transport Action Plan will be an important part of the management and control process. Progress against the identified actions and standards will be reviewed on a regular basis to make certain that the Action Plan is achieving the desired outcome.

All monitoring, benchmarking and measuring will allow changes to be identified, incorporated and updated.

The aim of the targets is to create a virtuous circle of continued improvement.
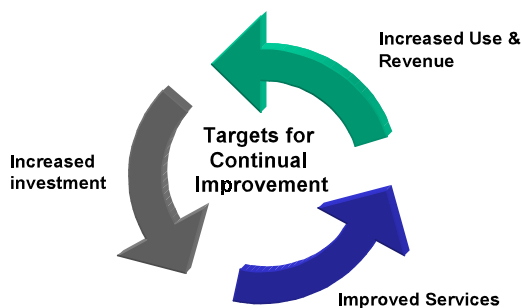
Table xxx summarises the indicators that will be monitored internally by the County Council to assess progress with the delivery of the Community Transport Strategy.

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Community Transport Strategy - Indicators			
Indicator	**Performance Indicator**	**Source of Data**	**Frequency of Analysis**
Number of new or enhanced community transport schemes	Number of schemes	WCC	Annual
Number of community transport services linking to completed corridors and interchanges	Number of services	WCC	Annual
Increase in number of monitored community transport passenger journeys of 10% by 2011 from a 2006 base	Thousands of community transport passenger journeys per annum	Community transport operators	Annual
75% satisfaction rate of users of all community transport services	Percentage of users satisfied with community transport services	Questionnaire Survey	Annual
58% of rural households within 10 minutes walk of an hourly or better bus service by 2010	Percentage of rural households within 10 minutes walk of an hourly or better bus service	Access mapping of public transport and population data	Annual
On community transport services using fixed routes or fixed route sections, 95% to operate no more than 3 minutes before nor more than 10 minutes later than the times specified in the timetable, contract or service publicity literature	Percentage of all services achieving target	Sample surveys	Continuous
Number of wheelchair accessible vehicles operating local services	Number of vehicles	WCC and operators	Annual
Increase in number of 'hits' on Community Transport and Rural Transport pages of WCC Public Transport Website	Number of 'hits'	WCC	Annual
Car trips saved on appropriate newly introduced and monitored community transport schemes	Number of trips	User registration via operator	Annual
Increase of 20% in the number of community transport schemes accepting concessionary fares passes from a 2006 base	Number of Pass holders	WCC	Annual

Table 16.10 Indicators

Taxi and Private Hire Vehicle Strategy 17

Introduction

The purpose of this strategy is to set out what is required in Warwickshire over the next five years to ensure that Taxis and Private Hire Vehicles play their full role in helping to meet the needs of both current and potential passengers in Warwickshire, and deliver the transport objectives of the Government and the County Council.

An effective transport network is essential in order to give people, in both the urban and rural areas of Warwickshire, access to the opportunities and benefits that contribute to the enjoyment of a better quality of life. Public transport needs will continue to be met by bus, rail, community transport services or taxis and private hire vehicles, or any appropriate combination of these modes. This Strategy deals specifically with the contribution that taxis and private hire vehicles make in providing an effective transport network.

The effectiveness of transport links extends, not only to its provision, but also to difficulties in physically accessing what is provided, and other equally important issues such as the level of fares, journey time, personal security and comfort.

Each of these activities and modes has interlinked strategies and common aims. Where possible, these will be integrated to provide the most effective transport service.

This document outlines:

- The objectives of the strategy;
- A brief overview of the policy framework within which taxis and private hire vehicles operate;
- The demand for taxis and private hire vehicles in the context of the socio-economic background of the County;
- The Taxis and Private Hire Vehicles Strategy developed in response to this context;
- Constraints on delivering the Strategy;
- The Action Plan for delivery, along with the proposed schemes and measures; and
- Monitoring and review of the action plan.

The Action Plan is a realistic implementation mechanism in the light of the constraints, with a monitoring and review process against set targets and indicators as appropriate.

Taxis and Private Hire Vehicles Objectives

The starting point for this Taxis and Private Hire Vehicles Strategy is the overall transport objectives of the Local Transport Plan (LTP) which have been developed to reflect national, regional and local policy. The Taxis and Private Hire Vehicles Strategy will contribute to achieving the objectives in the LTP by promoting a network, which:

- Offers accessibility, both in terms of physical access to transport and its availability, to the widest cross section of the population;
- Gives people (including those who do not have access to cars) more travel choices to access work, services and leisure activities;
- Offers affordable fares to passengers; and
- Encourages integration with other modes of transport.

Differences between Taxis and Private Hire Vehicles

The market for hire vehicles in the UK is divided between licensed taxis (known either as hackney carriages or cabs), which can ply for hire in the streets or at ranks, although they can be booked over the telephone, and private hire vehicles that can only be pre-booked. There are also differences in the regulation of the two sectors. The taxi licensing authority regulates the quality of service and safety standards of both taxis and private hire vehicles. Drivers of taxis and private hire vehicles must both be licensed. The licensing authority may regulate the fares charged by taxis, and may set a limit on the number of licences for taxi vehicles (as opposed to taxi drivers). It does not have power to set limits on the number of private hire vehicles, or to regulate their fares.

Roles and Responsibilities

Whilst the County Council is the relevant Transport Authority for Warwickshire, responsibility for the licensing and regulation of taxis and private hire vehicles lies with the five District/Borough Councils. In Warwickshire, these are:

- North Warwickshire Borough Council, covering Atherstone, Polesworth, Coleshill and Kingsbury;
- Nuneaton and Bedworth Borough Council;
- Rugby Borough Council;
- Warwick District Council, covering Warwick, Leamington Spa, Kenilworth and Whitnash; and
- Stratford-on-Avon District Council, covering Alcester, Stratford-upon-Avon, Southam, Studley and Shipston-on-Stour.

17 Taxi and Private Hire Vehicle Strategy

The County Council has consulted these Authorities in the preparation of this Strategy. Each of the five Authorities has its own policies for taxi and private hire vehicle provision that reflect local need.

Policy Overview

The Strategy has been developed within the National, Regional and Local policy environment and aims to be consistent with the wider framework. An overview of the policy background is provided in Annex 1 of the LTP.

In March 2004, the Government published its Action Plan for Taxis and Private Hire Vehicles. This document recognised the role of taxis and private hire vehicles in the provision of public transport, particularly where buses and trains are not available. As well as providing the connecting first or last stage of a journey, making it easier to use public transport, they can provide people in the lower income groups with access to vital services and an enhanced quality of life.

The Action Plan, which was put together as a response to a set of recommendations by the Office of Fair Trading (OFT) identified a number of issues, namely:

- The removal of restrictions on the number of taxi licenses that can be issued by a licensing authority (except where removal of such restrictions would lead to a significant consumer detriment as a result of local conditions);
- The need to maintain quality in taxi and private hire vehicle service provision, particularly in relation to securing the safety of the general public;
- The identification of maximum rather than minimum fare levels, in order to protect vulnerable consumers and allow users to negotiate lower fares in certain circumstances; and
- The need to establish single licensing areas, in order to bring greater clarity to areas where multiple zones exist.

The Demand for Taxis and Private Hire Vehicles

The scale and distribution of the population in Warwickshire together with their socio-economic characteristics have a major impact on travel patterns and mode of travel. This has been taken into account when developing the Taxis and Private Hire Vehicles Strategy.

Population

The population in Warwickshire has grown far more quickly over the last 20 years than the general growth in population of the Region or of England and Wales.

Socio-Economic Issues

People on low incomes are more dependent upon taxis and private hire vehicles to access employment, health, education, shopping and leisure opportunities and make up a higher than average proportions of the market for taxis and private hire vehicles travel. The proportion of households on below average incomes varies between the five District/Boroughs in Warwickshire. Pockets of deprivation can be found within all districts. Some wards within the Warwickshire districts are amongst the 10% most deprived in the country. A number of other wards fall not too far outside this category.

Car Ownership

The proportion of households without a car in Warwickshire is 19%, which is below the national average of 27%. However, the proportion of households possessing two cars at 39% is greater than the average for England of 29%.

People without access to a car are four times more likely to use a public transport service (including taxis and private hire vehicles) than people with access to a car.

Source: Warwickshire Statistics in West Midlands Travel Survey 2001

For those without access to a car travel opportunities can be constrained by the limitations of the current public transport network. For example the geographic and time of day coverage of public transport services can limit the abilities of those without a car to access employment, health, education, shopping and leisure opportunities.

Research suggests that the number of journeys per annum made by those without access to car is approximately 50% of those with a car.

Source – Warwickshire Household Survey

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Existing Travel Patterns

Within Warwickshire, the main travel movements occur within and between the urban areas in the North/South corridor, i.e. Nuneaton, Bedworth, Coventry, Kenilworth, Leamington Spa and Warwick. There are also significant movements between Rugby and Coventry, and between Warwickshire, Birmingham and the West Midlands conurbation. Parts of Western Warwickshire also experience a strong demand for travel towards Redditch and Birmingham. Similarly, there are also significant travel movements from parts of North Warwickshire to Tamworth and Birmingham.

Traffic growth across the County has generally followed national growth trends over recent years. Traffic growth has tended to reflect areas where significant development has occurred.

Future Travel Patterns

Future travel patterns in the County will respond to a number of factors, including:

- New development, both within the County and in surrounding areas (particularly Coventry and the West Midlands conurbation);
- Changes in work patterns, including more flexible working hours; and
- Changes in personal lifestyle choices.

Particular focus for development is likely to occur in the Coventry – Nuneaton Regeneration Zone, and the Solihull – Coventry – Warwick Technology corridor. Regional Planning Guidance also highlights Rugby as a potential growth area in the West Midlands region.

Mode Choice

The car is the dominant mode of travel in Warwickshire. In Warwickshire a higher percentage of people travel to work by car (71.2%) than the average for England and Wales (61.5%) while a lower percentage use bus to travel to work (3.4% compared with 7.4%). Use of taxis and private hire vehicles is included in the 'Other' category (1.7%).

Existing Provision of Taxis and Private Hire Vehicles

Taxi and private hire vehicle provision can be found throughout Warwickshire, but is generally focused in the main urban areas. Taxis and private hire vehicles also meet important journey needs in rural areas, particularly where bus service provision is limited.

The Current Fleet of Taxis and Private Hire Vehicles

Due to the requirement for all service providers to comply with the Disability Discrimination Act, the average age of the fleet of taxis and private hire vehicles operating in the county has reduced significantly over recent years. This trend should continue over the LTP period given the deadline of January 2012 by which all taxis and private hire vehicles should comply with the requirements of the Disability Discrimination Act.

Taxi and Private Hire Vehicle Operators

There are a number of operators of licensed taxis and private hire vehicles in Warwickshire. The split of licensed vehicles by District/Borough is as follows:

- North Warwickshire Borough: 71 taxis and 33 private hire vehicles;
- Nuneaton and Bedworth Borough: 180 taxis and 72 private hire vehicles;
- Rugby Borough: 46 taxis and 118 private hire vehicles;
- Warwick District: 125 taxis and 159 private hire vehicles; and
- Stratford-on-Avon District: 67 taxis and 150 private hire vehicles.

The County Council make extensive use of taxis and private hire vehicles to meet certain school/college related trips, and journeys associated with Social Services provision.

Problems and Opportunities

Problems

Some of the problems associated with taxis and private hire vehicles are:

- The cost of using taxis and private hire vehicles in Warwickshire is generally around 3-4 times more than the cost of the same journey by bus;
- Fares for taxis and private hire vehicles service provision can differ substantially by operator and by District/Borough;

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- There is a large number of the taxi and private hire vehicle fleet operating in the County that do not currently meet the requirements of the Disability Discrimination Act; and
- Rogue operators working outside the taxi and private hire vehicle licensing regime can affect the reputation of the industry.

Opportunities

Taxis and private hire vehicles provide a useful, and often vital complement to conventional public transport. As a mode of transport, they are able to offer:

- A flexible transport service which can respond to a wide range of (individual) transport needs;
- Specialised transport provision that can cater for people who have some form of physical, mental or sensory impairment;
- A 24-hour service which can provide transport at times when other services are not operating (particularly in evenings and on Sundays);
- A transport service that is relatively secure, particularly for those travelling alone in the evening;
- An important facility for tourists and others who are unfamiliar with an area, including air and rail travellers;
- An alternative to bus services when passengers are encumbered by luggage or heavy shopping;
- A potential transport system to act as a feeder service to mainstream public transport provision; and,
- An alternative mode in rural areas where conventional public transport is unable to provide a suitable range of destinations.

The Strategy

The Vision

The vision of Warwickshire County Council's Taxis and Private Hire Vehicles Strategy is:

'An affordable, accessible, safe, convenient and environmentally friendly provision of taxis and private hire vehicles across the County, capable of meeting local demand, improving accessibility and reducing social exclusion, thereby contributing to the achievement of the objectives in the Warwickshire's Local Transport Plan 2005'.

The main theme of the Taxis and Private Hire Vehicles Strategy is to work in partnership with others to improve taxi and private hire vehicle provision across the County.

The Taxis and Private Hire Vehicles Strategy Policies

Policy TPHV 1

Partnership

The County Council will work with the five District/Borough Councils in Warwickshire, taxi and private hire vehicle operators, taxi and private hire vehicle users, adjoining authorities and other stakeholders to improve taxi and private hire vehicle services and facilities across the County.

Policy TPHV 2

Quality of Service

To meet the overall aim of the Taxis and Private Hire Vehicles Strategy, the County Council will work with the bodies and organisations set out in Policy TPHV 1 to encourage the provision of taxis and private hire vehicles services in the County that are:

a. Affordable
b. Accessible
c. Available
d. Acceptable
e. Simple to Use

Quality Of Service

a. Affordable

- Taxi and private hire can often be the least affordable local transport services, but passengers can benefit from more affordable taxi fares and hire charges if taxi-sharing schemes operate in their area.

b. Accessible

- The design of taxis and private hire vehicles and taxi waiting facilities should enable passengers to board or alight from the vehicle unaided or with a reasonable level of assistance;
- Interchange infrastructure should provide for 'seamless' changes between transport modes;
- Taxi and private hire services should be co-ordinated to encourage interchange consistent with the aims of the County Council's Public Transport Interchange Strategy, Bus Strategy, Passenger Rail Strategy and Community Transport Strategy, with the object of increasing the range of travel opportunities and options for travellers; and
- Pedestrian and cycling routes to taxi waiting facilities shall accord with the standards set out in the Walking Strategy and the Cycling Strategy.

c. Available

- Taxi waiting facilities should be conveniently located and afford a visible, high level of access. Where possible, reasonable access to taxi waiting facilities where possible will be maintained where general traffic is excluded from town centre streets or other areas.

d. Acceptable

- Taxi waiting facilities should provide reasonable shelter, comfort, suitable heating (where appropriate) and ventilation for the season of the year; and facilities to address personal safety and security issues; and
- Taxi and private hire vehicle staff should be helpful and courteous and preferably have received an appropriate level of customer service training.

e. Simple to Use

- Information on taxi and private hire vehicle operators should be readily available, easy to understand, and be simple to use. This should include information on typical charges for end-to-end journeys;
- Information systems should enable passengers to plan their journeys and provide increased public confidence as to the availability and reliability of taxi and private hire services; and
- Signage to taxi waiting facilities should be provided where appropriate, including provision from within railway stations and key bus interchange facilities.

Policy TPHV 3

Development of Taxi buses

The County Council will work in partnership with its stakeholders to develop suitable proposals for taxi buses to meet specific travel needs in both urban and rural areas. Taxi bus services will be developed where conventional bus service provision is not appropriate, either in operational or economic terms.

Policy TPHV 4

Improvement of Taxi and Private Hire Vehicles Facilities at Public Transport Interchanges

In line with the Public Transport Interchange Strategy, the County Council will work in partnership with its stakeholders at public transport interchange facilities to seek their commitment in making appropriate improvements for taxis and private hire vehicles at existing and new interchange facilities.

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The Constraints

The main constraint to the County Council's ability to deliver the Taxis and Private Hire Vehicles Strategy is that it is neither the licensing or regulatory Authority. However, through partnership working, particularly with the five District/Borough Councils, the County Council aims to assist in improving taxi and private hire provision throughout Warwickshire.

In line with Policy TPHV1, the County Council will work in partnership with the five District/Borough Councils and adjoining Transport and Licensing Authorities to resolve cross boundary issues where they arise.

The Action Plan

The Taxis and Private Hire Vehicles Action Plan has been developed to minimise the adverse impact of the constraints on the achievement of the policies in the Taxis and Private Hire Vehicles Strategy. The Action Plan is geared towards addressing the key issues within the context of the known constraints and opportunities.

The delivery of taxi and private hire vehicle initiatives involves a wide range of stakeholders. In these circumstances, the timescales for the schemes and measures set out below will need to be flexible to take advantage of the implementation opportunities as they arise.

TPHV Action A1 - Partnership

The role of the County Council, working in partnership with the five District/Borough Councils, taxi and private hire vehicle operators, users and other stakeholders, is to help promote the role of taxis and private hire vehicles as part of the transport network, and bring forward improvements where it is feasible and desirable to do so.

The County Council will work with its partners to secure funding through the Local Transport Plan and other appropriate sources of funding (including contributions from land development) towards improvements for taxi facilities.

For each specific initiative set out in the Actions below the likely timescale for delivery is identified as short, medium or long term. For the purposes of this strategy, short term will be the period to 2011, medium term will be the period from 2011 and 2016 and long term will be the period 2016 onwards.

TPHV Action A2 – Quality of Service

'Affordable'		
Action	**Schemes & Measures**	**Timescale**
Encourage schemes for taxi sharing from designated places or taxi/private hire vehicle sharing by advanced booking.	Work in partnership with District/Borough Councils and operators to implement appropriate schemes under Sections 10 and 11 of The Transport Act, 1985.	Medium/Long

Table 17.1 Action A2 - Affordable

'Accessible'		
Action	**Schemes & Measures**	**Timescale**
Encourage the on-going replacement of older taxis and private hire vehicles in order to meet DDA requirements.	Work in partnership with District/Borough Councils to improve the quality of the taxi and private hire vehicle fleet.	Short/Medium (to be completed by January 2012 at the latest)
Enhance facilities for taxis and private hire vehicles at public transport interchanges consistent with the aims set out in the Public Transport Interchange Strategy.	Coleshill Parkway	Short
	Rugby Rail Station Interchange	Short/Medium
	Nuneaton Rail Station –(including improved interchange with bus services, walking and cycling)	Short
		Short
	Atherstone Bus Station	Short/Medium
	Nuneaton Bus Station Improvements	Short
	Leamington Spa Rail Station	Short/Medium
	Kenilworth Rail Station	Short/Medium

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'Accessible'		
	Kingsbury Rail Station Other New Rail Stations	Medium
Promote integration between taxis and private hire vehicles with bus, rail and community transport services.	Work in partnership with taxi and private hire vehicle operators, bus operators, train operators and community transport providers to improve integration between services.	On-going
Seek to safeguard sites with the potential for improved taxi waiting facilities.	Work in partnership with Local Planning Authorities and developers	On-going

Table 17.2 Action A2 - Accessible

Background Information

COLESHILL PARKWAY

Coleshill Parkway will comprise a new rail station and car park, a rail/bus/pedestrian/cycle/taxi/car interchange and an adjoining new bridge at Station Road, Coleshill, for pedestrians, cyclists and buses crossing the Birmingham-Nuneaton rail line. The station will include facilities for taxi pick-up and set-down as part of the multi-modal access to the new railway station. Facilities will include a dedicated taxi rank, covered waiting area and appropriate signage.

'Available'		
Action	**Schemes & Measures**	**Timescale**
Identify locations in the main urban areas of the County and at key public transport interchanges where taxi provision is inadequate, or where existing provision needs to be improved.	To be identified.	

Table 17.3 Action A2 - Available

'Acceptable'		
Action	**Schemes & Measures**	**Timescale**
Improve the safety of taxi and private hire vehicle travel, particularly at key public transport interchanges and close to dedicated taxi ranks.	As issues arise.	

Table 17.4 Action A2 - Acceptable

'Simple to Use'		
Action	**Schemes & Measures**	**Timescale**
Provide information that should be readily available, easy to understand and simple to use.	Continue to maintain and improve the public transport information pages on the County Council's website.	On-going
Raise public awareness about taxi and private hire vehicles and the travel choices that they can provide.	'TravelWise' and Green Travel Initiatives.	On-going

Table 17.5 Action A2 - Simple to Use

TPHV Action A3 – Development of Taxi buses

TPHV Action A3		
Action	**Schemes & Measures**	**Timescale**
Develop proposals for taxi bus services to meet specific demand in the County where such services would offer a greater flexibility than conventional public transport.	Warwick Taxi bus	Short Medium

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TPHV Action A3		
	Rugby Taxi bus Nuneaton Taxi bus	Medium

Table 17.6 Action A3 - Development of Taxi Buses

Background Information

WARWICK TAXI BUS

The County Council has an aspiration for a Taxi bus service to serve Warwick Town Centre, Warwick Railway Station, The Woodloes estate, the new South West Warwick development and Warwick Parkway Railway Station. The scheme would provide a direct link from these areas to meet morning and evening peak rail services to and from Birmingham and London Marylebone. During the remainder of the day, the taxi bus could operate as a demand responsive service, which could be pre-booked or hailed. These off-peak services could also serve Warwick Castle. It is anticipated that the taxi bus, which would be branded to reflect its role, would carry a maximum of 8-9 passengers at any one time, and would be registered as a conventional taxi with Warwick District Council.

TPHV Action A4 – Improvement of Taxi and Private Hire Vehicles Facilities at Public Transport Interchanges

TPHV Action A4	
Action	**Schemes & Measures**
Enhance facilities for taxis and private hire vehicles at public transport interchanges consistent with the aims set out in the Public Transport Interchange Strategy.	Coleshill Parkway Rugby Rail Station Interchange Nuneaton Rail Station –(including imp bus services, walking and cycling) Atherstone Bus Station Nuneaton Bus Station Improvements Leamington Spa Rail Station Kenilworth Rail Station Kingsbury Rail Station Other New Rail Stations

Table 17.7 Action A4 - Improvement of Taxi and Private Hire Vehicle Facilities at Public Transport Interchanges

Indicators and Monitoring

Monitoring the delivery of the actions outlined in the Action Plan will be an important part of the management and control process. Progress against the identified actions and standards will be reviewed on a regular basis (at least annually) to make certain that the Action Plan is achieving the desired outcome.

The monitoring, benchmarking and measuring of indicators and targets will allow changes to be identified, incorporated and updated in due course.

Table xxx below sets out the main indicator that will be used to assess progress with the Taxis and Private Hire Vehicles Strategy.

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Taxis and Private Hire Vehicles Strategy - Indicators			
Indicator	**Performance Indicator**	**Source of Data**	**Frequency of Analysis**
Achieve at least 90% of all taxis and private hire vehicles in the County meeting DDA standards by 2010	Percentage of taxi and private hire vehicle fleet operating in the County that meet DDA standards	District/Borough Council records	Annual

Table 17.8 Indicators

Note: Improvements for taxi and private hire vehicles at public transport interchange facilities will be monitored as part of the Public Transport Interchange Strategy.

17 Taxi and Private Hire Vehicle Strategy

Public Transport Interchange Strategy 18

Introduction

The County Council will promote public transport services that offer direct through routes. However, there are instances where public transport services cannot always offer a direct route to passengers and they have to change and connect to another service or modes to reach their destination. In recent years this has become more necessary as diverse travel patterns and lifestyles have developed. This has meant we travel further, more often and at different times of day to access services in various locations, such as employment, education, health and leisure activities.

A challenge for the strategy is making sure that where 'indirect' routes exist, passengers can connect and change to other services or modes to reach their destination with ease, in comfort, and in safety. This is often referred to as interchange and an interchange point is where the change and connection occurs.

Key to promoting good interchange is the development of a public transport network that provides a choice of travel destination and suitable connections to make a particular journey.

An important part of the development of a public transport network is integration, between modes, for example, the co-ordination of bus and rail services timetables to enable a 'seamless' journey. The concept of the 'seamless' journey aims to make journeys by public transport as smooth as possible so as to provide an attractive alternative to the car.

To achieve these aims we need to develop a way of allowing people to be able to make the right connections with confidence. To this end, the strategy will aim to deliver measures and schemes to develop interchanges and promote other initiatives, for example, multi-modal through ticketing and the provision of better passenger information.

This document outlines:

- The objectives of the strategy;
- Local regional and national policy framework in which the strategy operates;
- The Public Transport Interchange Strategy itself, including a number of schemes and measures; and
- Monitoring of the schemes and measures.

Public Transport Interchange Strategy Objectives

The starting point for this Public Transport Interchange Strategy is the overall transport objectives of the Local Transport Plan 2005 that have been developed to reflect national, regional and local policy.

The Public Transport Interchange Strategy will contribute to achieving the objectives in the LTP by promoting a passenger transport network, which:

- Offers accessibility, both in terms of physical access to transport and its availability, to the widest cross section of the population;
- Gives people (including those who do not have access to cars) more travel choices to access work, services and leisure activities;
- Provides an attractive and sustainable travel alternative to the car thereby helping to reduce traffic congestion and pollution levels and improving air quality and the environment; and
- Encourages integration with other modes of transport.

Therefore, when we talk about interchange this refers not only to the physical infrastructure such as station and stop facilities which assist in people interchanging but also the co-ordination of public transport services through connecting timetabling and multi-modal ticketing initiatives to promote the seamless journey.

To this end the Public Transport Strategy will aim to deliver measures and schemes to make interchanging easier by the development and promotion of several initiatives such as the building of infrastructure and 'soft' measures including the provision of better travel/passenger information.

Policy Overview

The Strategy has been developed within the National, Regional and Local policy environment and aims to be consistent with the wider framework. An overview of the policy background is provided in Annex 1 of the LTP.

The White Paper ''A New Deal for Transport: Better for Everyone'' set out the Government's approach to seeking to achieve the seamless journey. Although published in 1998, the key provisions relating to interchange are still valid. For public transport to provide an attractive alternative to the convenience of the car it must operate as a network. In order to achieve this The New Deal for Transport seeks:

- More through ticketing;
- Better facilities at stations and other places for interchanges;

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- Better connections between and co-ordination of services;
- Wider availability and provision of information on timetables route planning and fares; and
- A national public transport information system available over the telephone and the Internet.

A key theme of the White Paper is transport integration and it identifies the importance of the integration between public transport services, trains, buses, taxis and community transport.

Overall Context

To deliver an integrated transport network every aspect of interchange needs to be considered. Interchange can be defined as the process by which passengers/users move or connect within one mode (type) of public transport or between one mode and another public or private transport mode.   This includes both the act of joining and leaving the public transport network. This definition includes public transport interchange with car, cycle, walking, taxi/minicab and other forms of private transport.

Making improvements to achieve high quality Public Transport Interchange needs to recognise that it is not only about the development of facilities and the promotion of connections by integrated timetabling between rail and bus services. The starting point is looking at interchange from the passengers' perspective and it is the whole journey experience which counts and the decision to use public transport, or even whether to travel at all, will depend on the quality of connections/interchanges, which are part of that journey.

This approach will allow us to identify access constraints and also the opportunities (see below), both informal and formal, which influence people interchanging and the following will also have a bearing on the improvements to interchange:-

- The number of service/s which serve the facility;
- The frequency of the service/s;
- The level of passenger patronage of the service/s;
- The availability and type of facilities;
- The level of co-ordination and 'connectivity' between various modes;
- The relative high cost of public transport fares and through ticketing;
- Information systems enabling passengers to plan through journeys with confidence; and
- Full and timely information in case of disruption to connecting services.

Problems and Opportunities

Problems						
	Bus	**Rail**	**Car**	**Taxi**	**Cycle**	**Walk**
Bus	Uncertainty, Cost of combined journey Lack of information	Location of bus stops Lack of information	Lack of suitable parking at bus interchanges	Cost of fares Location of taxi ranks	Cycles not carried on buses Lack of cycle parking	Safety & security of pedestrian routes
Rail	Location of bus stops, Lack of information	Waiting environment, Poor connection	Insufficient parking at stations	Cost of fares, Location of taxi ranks	Lack of cycle storage & parking	Safety & security of pedestrian routes

Table 18.1 Problems

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Opportunities						
	Bus	**Rail**	**Car**	**Taxi**	**Cycle**	**Walk**
Bus	Through & multi operator ticketing

Improvements to information | Relocation of bus stops

Diversion of bus services | Dedicated Park and Ride facilities | Taxi ranks near to bus interchange points | Cycles on buses,

Cycle parking at bus stops | Safer routes to public transport |
| **Rail** | Relocation of bus stops

Diversion of bus services | Improved station environment

Connecting services | Improved station car parks/ Parkway Station | Taxi ranks at rail interchange points | Cycle parking at stations

Cycle carriage on trains | Safer routes to public transport |

Table 18.2 Opportunities

Consultation and Customer Research

Ongoing consultation, market research, data collection and monitoring of public transport services and infrastructure is conducted in order to gain a better understanding of people's needs and expectations. The interview research has provided a detailed picture of the different issues that influence the way people value public transport services. This has helped to produce a Public Transport Interchange Strategy which address the needs of current and potential users and which will deliver the desired outcomes.

Citizens' Panel (April 2004)

Respondents said that the main features that would encourage them to use public transport or use it more often were:

- More Convenient Through Routes;
- *More Frequent Services*
- More Conveniently Timed Services;
- Clean Comfortable Vehicles
- More Reliable Services;
- Clearer Information; and
- Helpful Staff.

The Public Transport Interchange Strategy has been prepared in consultation with a wide range of stakeholders including user groups, other local authorities, operators, other interest groups and potential partners.

Warwickshire County Council have incorporated and addressed the results of the customer research and the consultations in the preparation of this Public Transport Interchange Strategy. It was prepared in consultation with relevant organisations including bus and train operators, The Traffic Commissioner, neighbouring Local Authorities, District Councils, Parish Councils and other groups, for example, the Older Peoples Forums.

The Strategy

The vision of Warwickshire County Council's Public Transport Interchange Strategy is to provide:

'An accessible, safe, convenient, environmentally friendly and integrated network of public transport services, capable of attracting an increasing market share for public transport services and contributing to the achievement of the objectives in the Warwickshire's Local Transport Plan 2005'.

The aim of the Public Transport Interchange Strategy is to grow the public transport market by making Public Transport Interchange as attractive and convenient to both existing and potential users. It will be achieved by making significant improvements in the provision and quality of facilities and the promotion of suitable initiatives like integration between bus and rail services. This will offer improvements in the provision of interchange for the people of Warwickshire by following a customer-driven approach designed to identify and overcome barriers to public transport interchange.

The Public Transport Interchange Strategy seeks to provide a range of measures and initiatives that will assist in the growth of the market for public transport services.

The four major themes of the Strategy are:

- To improve existing interchange facilities;
- To improve the integration of bus, rail, coach services and other modes;

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- To provide new multi modal interchange facilities; and
- To improve passenger information.

The Public Transport Interchange Strategy Policies

Details of the specific policies are provided below.

Policy PTI 1

Partnership

The County Council will work with the Department for Transport, Bus Operators, Train operators, Network Rail, Centro, local authorities, users and other stakeholders to progress the delivery the policies set out in the Public Transport Interchange Strategy.

Policy PTI 2

Quality of Public Transport Interchange

To meet the overall aim of the Public Transport Strategy, the County Council will encourage the provision and quality of interchange facilities that are:

a.   Accessible
b.   Acceptable
c.   Simple to Use

Quality Of Public Transport Interchange

a. Accessible

The design of bus stops, bus stations and vehicles must enable passengers to board or alight from the vehicle unaided or with a reasonable level of assistance. Interchange infrastructure should provide for 'seamless' changes between transport modes. Public transport services should be co-ordinated to encourage interchange consistent with the aims of the Public Transport Interchange Strategy, the Bus Strategy and the Community Transport Strategy with the object of increasing the range of travel opportunities and options for travellers. Pedestrian and cycling routes to bus stops and interchanges shall accord with the standards set out in the Walking Strategy and the Cycling Strategy.

b. Acceptable

Bus services should be of sufficient quality, particularly in terms of reliability and punctuality that a potential passenger would be confident in relying on it. Bus, bus stops, bus stations and interchanges should provide reasonable shelter, comfort, suitable heating (where appropriate) and ventilation for the season of the year; and both a perception and reality of personal safety and security. Staff should be helpful and courteous and have received customer service training. The journey time by bus should be similar to the equivalent journey by car unless this can be justified by a significantly reduced fare.

c. Simple to Use

Timetables, routes and fares should be readily available, easy to understand, be simple to use. Information systems should enable passengers to plan their journeys and provide increased public confidence as to the availability and reliability of bus services consistent with the Bus Information Strategy. Full and timely information should be provided or be easily available to customers in case of disruption to services. Integrated ticketing between modes including ail, bus and community transport services, where it is necessary to use different modes to complete a journey.

Policy PTI 3

Public Transport Integration

The County Council will encourage integration between bus, rail, taxis private hire vehicles and community transport services.

Policy PTI 4

New Public Transport Interchange Facilities

The County Council will develop proposals for public transport interchanges in order to increase the accessibility of public transport services for existing and potential users and to encourage car users to change to public transport for the whole or a substantial part of their journeys.

Policy PTI 5

New Developments

The County Council will encourage measures to enable good accessibility to public transport interchange facilities to and from new developments and, where appropriate, secure funding from developers towards the costs, consistent with the Land Use & Transportation Strategy.

Policy PTI 6

Improvements to Public Transport Information

The County Council will encourage improvements in the quality and provision of public transport information in the main urban centres and at the main interchanges.

Delivering The Strategy

This section of the strategy sets out the County Council's actions in delivering the policies of the Public Transport Interchange Strategy in a way that recognises the existing constraints and opportunities outlined earlier in this document.

The delivery of public transport interchanges involves a wide range of stakeholders and partners both internal and external. It will in some instances, for example at railway stations involve strategic decisions that are taken at national level. In these circumstances the timescales for the schemes and measures set out below will need to be flexible to take advantage of the implementation opportunities as they occur.

Partnership

The County Council in partnership with operators, District Councils, Parish Councils and others will work together towards the objectives of improving and providing suitable high quality public transport interchanges in Warwickshire. The County Council will work with its partners to secure funding from the Local Transport Plan settlement and from other appropriate sources of funding, including developer contributions.

Each specific initiative is identified together with the likely timescales for its delivery in either, the short term, medium term or long term. For the purposes of this strategy, short term will be for the period 2011, medium term will be the period from 2011 and 2016 and long term will be the period 2016 onwards.

18 Public Transport Interchange Strategy

Quality of Public Transport Interchange and New Public Transport Interchange Facilities

'Accessible'		
Action	**Schemes & Measures**	**Timescale**
Promote improvements to station facilities, to the accessibility of rail services, and in the personal safety of people using rail stations and on their journey to and from rail stations	Work in partnership with Department for Transport, Network Rail, Train Operators & Passengers Warwick Station - Refurbish subway	Short Short
Enhance existing and provide new interchange facilities at rail stations and public transport interchanges consistent with the aims set out in the Public Transport Interchange Strategy	Coleshill Parkway Rugby Rail Station Leamington Spa Rail Station Warwick Rail Station Warwick Parkway Henley-in-Arden Station Nuneaton Bus Station Nuneaton Rail Station Atherstone Bus Station Stratford-upon-Avon Rail Station	2006-2007 Short Short Short Short Short Short/Medium Short Short Short
Promote integration between rail, bus and community transport services	Work in partnership with train operators, bus operators and community transport providers to improve integration between services Continue to integrate the Warwickshire County Council tendered bus services with rail services and community bus services	On-going Short
Seek to safeguard sites with the potential for improved station facilities	Work in partnership with Department for Transport, Network Rail, Train Operators & Local Planning Authorities	On-going

Table 18.3 Accessible

Background Information

ATHERSTONE BUS STATION

Atherstone bus station has been working successfully for a number of years, the facilities, however, have reached the end of their useful life and are not appropriate to the needs of growing the market for bus travel.

The Atherstone Bus Station improvement scheme will be designed to assist interchange between services and provide a pleasant clean and well designed environment for passengers waiting for bus services.

This scheme proposes a new fully enclosed waiting room and shelters including seating, public telephone, CCTV for safety and security of passengers, lighting, improved passenger information, raised kerbs for easy boarding of low floor buses and the refurbishment of the adjacent public toilets in partnership with North Warwickshire Borough Council.

It is planned to open in 2006.

Public Transport Interchange Strategy 18

'Acceptable'		
Action	**Schemes & Measures**	**Timescale**
Support measures to improve the punctuality and reliability of rail services	Respond to schemes proposed by the rail industry	On-going
Develop a Warwickshire Quality Rail Partnership as a basis for joint working with train and station operators to deliver passenger improvements at stations	Work in partnership with Network Rail and Train Operators	Short

Table 18.4 Accessible

Background Information

STATION STANDARDS

The County Council wishes to see the following minimum good quality facilities adequate for the likely demand:

- *Waiting Shelters*
- *Platform Lighting and Security*
- *Passenger Help Point*
- *Disabled Access to station facilities and trains*
- *Static Timetable Displays*
- *Electronic Real Time Passenger Information Displays*
- *Cycle Parking*
- *Car Parking (including Disabled Spaces)*
- *Safe and attractive access for pedestrians*
- *Signing to Station for pedestrians, cyclists and cars*

In addition and where appropriate in terms of numbers of passengers and trains and cost effectiveness, the provision the following facilities will also be considered:

- *Public Address System*
- *Ticket Office and/or Permit to Travel Machine and/or Self-Service Ticket Machine*
- *Toilets*
- *Public Telephone*
- *Designated Drop-Off and Pick-Up Area*
- *Car Park Lighting and Security*
- *Bus Feeder Service and Sheltered Waiting Area Taxi Rank and Sheltered Waiting Area*
- *Secure Cycle Lockers*

'Simple to Use'	
Action	**Schemes & Measures**
Provide information that should be readily available, easy to understand and be simple to use.	Continue to produce accurate, comprehensive, impartial public t... Continue to maintain the public transport information pages on t... Continue to promote the National Rail Enquiry Service Continue to improve signage at interchanges to promote more c... different transport modes.
Raise public awareness about the public transport network and the travel choices that it provides	'TravelWise' and Green Travel Initiatives
Encourage fare structures and levels which are easy to understand and be simple to use	Work in partnership with train operators

Table 18.5 Simple to use

18 Public Transport Interchange Strategy

New Public Transport Interchange Facilities

New Public Transport Interchange Facilities		
Action	**Schemes & Measures**	**Timescale**
Provide new stations including strategic park and ride / parkway stations on the rail network where they provide significant transport benefits	Coleshill Parkway	2006-2007
	Kenilworth	Short
	Kingsbury	Short/Medium
	Galley Common	Medium
	Arley	Medium
	Bermuda	Medium
	Hawkesbury	Medium
	Stratford-upon-Avon Parkway	Medium

Table 18.6 New interchange facilities

Background Information

COLESHILL PARKWAY

Coleshill Parkway is a multi-modal interchange and will comprise a new rail station and car park, a rail/bus/pedestrian/cycle/car interchange and an adjoining new bridge at Station Road, Coleshill, for pedestrians, cyclists and buses crossing the Birmingham-Nuneaton rail line. The bridge will provide a new link for buses, cyclists and pedestrians from Coleshill to the Hams Hall industrial site that will give sustainable modes an advantage over private transport thereby encouraging modal shift.

A Bus Interchange will be provided to which existing local services would be diverted. A network of new services will be introduced and these will allow an increased choice of journeys and provide a frequent service to the Hams Hall site.

This scheme will provide:

- *A local station for the existing settlement of Coleshill;*
- *Rail links to the employment sites at Hams Hall from Nuneaton and Birmingham;*
- *A strategic park & ride serving the M42 corridor;*
- *A rail-head station for rail journeys to and from the East Midlands and East Anglia (including Stansted Airport); and,*
- *A' Gateway' station to Birmingham International Airport.*

The Multi-Modal Interchange is planned to open at Christmas 2006.

New Developments

New Developments		
Action	**Schemes & Measures**	**Timescale**
Secure, where appropriate, funding from developers towards the costs of providing good accessibility to public transport services, consistent with the Land Use & Transportation Strategy.	Work in partnership with developers & Local Planning Authorities	On-going

Table 18.7 New developments

Improvements to Public Transport Information

Improvements to Public Transport Information		
Action	**Schemes & Measures**	**Timescale**
Investigate provision of real time information systems and/or 'Help Points' at stations and at key interchanges along with other measures to increase passengers' confidence	Identify a programme of projects through the Quality Rail Partnership	Short

Indicators and Monitoring

The Public Transport Interchange Strategy has established a range of desired standards, indicators and implementation targets for enhancements to the public transport network. Monitoring the delivery of the actions outlined in the Public Transport Interchange Strategy will be an important part of the management and control process. Progress against the identified actions and standards will be reviewed on a regular basis to make certain that the Strategy is achieving the desired outcome.

All monitoring, benchmarking and measuring will allow changes to be identified, incorporated and updated.

The aim of the targets is to create a virtual circle of continued improvement.

Public Transport Interchange Strategy - Indicators			
Indicator	**Performance Indicator**	**Source of Data**	**Frequency of Analysis**
Atherstone Bus Station open by 2006	Completion	WCC	Annual
Coleshill Parkway Interchange open in 2006-2007	Completion	WCC	Annual
A new station at Kenilworth open by 2011	Completion	WCC	Annual

Table 18.8 Indicators

18 Public Transport Interchange Strategy

Bus Information Strategy 19

Introduction

The purpose of this strategy is to set out what is needed in Warwickshire to ensure excellent public transport information is made available to address the needs of both current and potential passengers in Warwickshire and deliver the transport objectives of the Government and the County Council.

The Bus Information Strategy sets out what we consider is needed, in consultation with others, to comply with the bus passenger information requirements set out in the Transport Act 2000.

The Transport Act 2000 requires each local transport authority to determine what local bus information should be made available. The authority must consult such organizations appearing to the authority to be representative of users of local services as they think fit and the Traffic Commissioner covering the traffic area covering their area, prior to deciding how this information should be provided.

Local bus information can include:

- Information about routes and timetables of local services to from and within the authority's area;
- Information about fares;
- Information about facilities for disabled persons, travel concessions;
- Connections with other public transport services; and,
- Other matters of value to the public as the authority considers appropriate in relation to their area.

The Government's view is that information is important and it has taken the lead in developing the national Traveline telephone enquiry service.

The County Council has for a number of years provided comprehensive information on local bus and rail services, a countywide map and before the Traveline service it had an in house telephone enquiry line.

The Government requires local authorities to provide information on the performance of the services it provides and public satisfaction with these services. This information is compiled as Best Value Performance Indicators (BVPI) allowing different authorities performances to be compared. The BVPI for satisfaction with local bus service information provision is BVPI 103.

The County Council has the powers under Sections 139 and 140 of the Transport Act 2000 to make formal arrangements under which the bus operators agree to make the required information available in the appropriate way and, in the event it does not succeed, to provide the information at the cost of the defaulting operator.

However, it is important that the Strategy recognises that a careful balance must be struck to ensure that the cost of the information provision that operators will be required to bear are realistic. The placing of many new financial burdens on operators in a short space of time may result in cost cutting elsewhere, possibly with the loss of some commercial services.

We therefore recognise that we share a responsibility with operators to ensure the delivery of information is accurate, correct and available. We consider the aims and requirements of the strategy can be met by a consensus approach with the County Council and operators reaching agreement in advance on standards and targets. This may also require a commitment from all stakeholders in partnership to joint working and investment.

The County Council recognises it is necessary to consult with the bus operators to agree achievable and sustainable standards and targets. It also recognises that it has a responsibility under section 140 of the Transport Act 2000.

19 Bus Information Strategy

> **Background Information**
>
> Section 140 of the Transport Act 2000 states:
>
> *If the authority are unable to make satisfactory arrangements with one or more of those operators, they -*
>
> *(a) must make available or secure that there is made available, in the appropriate way such of the require information as is not being made available or is not being made available in that way (whether by virtue of arrangements made under section 139(5) or otherwise) and*
>
> *(b) may recover from that operator or those operators the reasonable costs incurred by them in doing so as a civil debt due to them.*
>
> *(2) In determining for the purposes of subsection (1)(b) what is reasonable in relation to a particular operator the authority must have regard to*
>
> *(a) the amount of information which has to be made available, and*
>
> *(b) the way in which that information has to be made available,*
>
> *in respect of the local services provided by that operator.*
>
> *(3) If the authority require an operator to provide information to them or another person in order to perform their duty under subsection (1)(a), the operator must provide the information at such times and in such manner as is specified by the authority.*
>
> *(4) The authority must give notice of any requirement imposed under subsection (3) to the Traffic Commissioner for the traffic area covering their area.*

The County Council reserves the right to use those powers under the Act to recover from the bus operators, where necessary, reasonable costs incurred in the provision of information through the strategy. Whilst the County Council believes in the importance of high quality information for the user, it considers the recharge of costs to operators as a position of last resort. As mentioned earlier the preferred way of working is to joint development of improvements to passenger information

The County Council will act fairly and not discriminate in any way against any operator, either by imposing unreasonable demands on the information provided or by setting unachievable standards and targets in the way in which information should be provided.

Bus Information Strategy Objectives

The starting point for this Bus Information Strategy is the overall transport objectives of the Local Transport Plan 2006 which have been developed to reflect national, regional and local policy which are:

- To improve accessibility to the transport system in order to promote a fairer, more inclusive society;
- To seek a transport system which will promote full employment and a strong, sustainable local and sub-regional economy;
- To reduce the impact of transport on the environment through the management and control of adverse impacts;
- To improve the environment and safety of people when they are using the transport system; and
- To encourage the integration of transport, both in terms of policy planning and the physical interchange of modes.

The Bus Information Strategy will contribute to achieving the objectives in the LTP by promoting a transport network, which:

- Offers accessibility to the widest cross section of the population;
- Gives people (including those who do not have access to cars) more travel choices to access work, services and leisure activities;
- Provides an attractive and sustainable travel alternative to the car thereby helping to reduce traffic congestion and pollution levels and improving air quality and the environment; and,
- Encourages integration with other modes of transport.

Existing Bus Information Provision

For a number of years the County Council has provided passenger information on local bus and rail services in the form of area/route based timetable books, a countywide map and an in house telephone inquiry service.

Bus Information Strategy 19

The County Council has continued to improve its passenger information provision to raise awareness of public transport services and it was recognised that more could be done to improve roadside publicity, by the creative use of media material, to make the design, format and distribution of publicity material more effective and easy to use.

At a local and regional level, local authorities (including the County Council) have worked in partnership over the past four years to deliver the Public Transport Information 2000 project. This is a network of regional call centres established to provide details of all bus and coach services through a single national telephone enquiry number (Traveline). This has involved the sharing of existing data bases and new forms of partnership working.

Existing provision of roadside information has varied with both the County Council and the bus operators providing roadside information. This has offered a level of coverage in the County which on occasions has meant an over provision and duplication of information or a lack of it on some bus routes.

It is the purpose of the Bus Information Strategy to offer not only improvements in the type, style, format and distribution of information but also to make its distribution consistent and comprehensive. The aim of this improvement is to achieve a growth in the bus market and to raise awareness of bus services to both existing and potential public transport users. Table 19.1 shows the existing provision and arrangements for the production and distribution of passenger information. It is divided into the stages of travel and type of information and who is currently responsible for its provision.

Passenger Information - current provision and arrangements		
Stage of Travel	**Information**	**Information provider**
Pre-journey information	Traveline telephone enquiry line 0870 608 2 608 providing information on public transport Individual timetable leaflets Bus Times Area timetable booklets County Public Transport Map Warwickshire Web Site www.warwickshire.gov.uk passenger information, travel news update and links to bus and train operators sites Certain Key villages have specific leaflets to include information on conventional and community transport	West Midlands Travel Information Service - a consortium of Local Authorities & Operators Main Bus operators - Stagecoach, TWM, Arriva, First Group & De-Courcey Travel Warwickshire County Council (WCC) WCC WCC Rural Transport Partnership
At Bus stop information	Bus stop flags Bus stop poles Bus shelters Timetable cases Timetable information High quality bus waiting stops/ shelters/raised kerbs at Quality Bus Corridors routes Specific village timetables	WCC/ Bus operator/s WCC/ Bus operator/s WCC/District Councils/Parish Councils WCC/Bus operator/s WCC/Bus operator/s WCC Rural Transport Partnership
At interchange point or destination	Bus focal points Timetable information Timetable cases	WCC WCC WCC
Other special information	Flexi-bus timetables Easy –rider information The Buzz Brokerage Project Concessionary fares information Vintage helpline	WCC Refer to West Midlands Special Needs Travel (WMSNT) Rural Transport Partnership Rural Transport Partnership WCC

19 Bus Information Strategy

Passenger Information - current provision and arrangements		
	Enlarged printed timetables on request	WCC
	User Friendly Transport Pack for those with physical Disabilities. This is available on tape and paper	WCC
		WCC

Table 19.1 Current provision

Consultation & Customer Research

Ongoing consultation, market research, data collection and monitoring is conducted in order to gain a better understanding of people's needs and expectations. The interview research has provided a detailed picture of the different issues that influence the way people value public transport services. This has helped to produce of a Bus Information Strategy which addresses the needs of current and potential users and which will deliver the desired outcomes.

Background Information

CITIZENS' PANEL SURVEY – APRIL 2004

Respondents said that the main features which would encourage them to use public transport or use it more often were:-

- *Clearer Information*
- *Helpful Staff*

The results of the 2004 survey reinforce similar views and priorities from the 2001 All Panel Telephone Survey

The Strategy

The vision of Warwickshire County Council's Bus Information Strategy is:

'An affordable, accessible, safe, convenient, environmentally friendly and integrated public transport network, capable of attracting an increasing market share for public transport thereby contributing to the achievement of the objectives in the Warwickshire's Local Transport Plan 2005'.

The aim of the Bus Information Strategy is to grow the market for public transport by making the product attractive both to existing and potential users alike. It will achieve significant improvement in the provision of public transport services and facilities to the people of Warwickshire by following a customer-driven approach designed to identify and overcome barriers to the use of public transport.

The Bus Information Strategy Policies

Details of the specific policies are provided below.

Policy BI 1

Partnership

The County Council will work with the Department for Transport, Transport Operators, Regulatory Bodies, Centro, local authorities, users and other stakeholders to progress the delivery of the policies set out in the Bus Information Strategy.

Policy BI 2

Quality of Information

To meet the overall aim of the Bus Information Strategy the County Council will encourage the provision of passenger information which is simple to use.

Bus Information Strategy 19

Simple to Use

Timetables, routes and fares should be readily available, easy to understand, be simple to use. Information systems should enable passengers to plan their journeys and provide increased public confidence as to the availability and reliability of bus services consistent with the Bus Information Strategy. Full and timely information should be provided or be easily available to customers in case of disruption to services.

Policy BI 3

Minimum requirements for Bus Information

The County Council will promote improvements to bus information by setting minimum requirements for the standards of bus information and outlining the responsibilities of the County Council, operators and others in providing the relevant bus information.

Printed Information	
Minimum requirement	**Responsibilities**
Printed passenger information should be available for every bus service and route in Warwickshire. Timetables should be of a high quality including service numbers route map and when the timetable came into effect. They should comply with the printed public transport information – A Code of Good Practice produced by ATCO. Changes to routes/services and timetables shall be minimised. The County Council will consult operators on the Bus Partnership Forum Code of Conduct on service stability.	The County Council will take responsibility for producing leaflets for wholly or substantially subsidised services or groups of services. The County Council will continue to develop its network to distribute and market passenger information to libraries, tourist information centres, shopping centres, major employers, leisure sports & recreation centres, swimming pools, and other suitable locations. The Operators will produce timetable leaflets for commercial bus services and those journeys where the County Council has specified in its tender documents that the operator will be responsible.

Table 19.2 Printed information

On-bus Information	
Minimum requirement	**Responsibilities**
Buses/ Public Transport vehicles should display/have clear, accurate route destinations & service numbers. Quality Bus Corridor route buses to have a branded livery and have route maps, timetables & fares Information publicised on the buses On other bus routes the County Council will seek the agreement of operators to phase in route maps, timetable and fares information publicised on the buses.	The County Council will work in partnership with the bus operators to seek an increase and improvement in the quality of on-bus information in accordance with the minimum requirements. Bus operators will be responsible for the minimum on-bus information requirements on Quality Bus Corridor route buses as described.

Table 19.3 On-bus information

Roadside Information	
Minimum requirement	**Responsibilities**
The responsibility for roadside information has varied with both the County Council and operators providing roadside information. This arrangement has offered a level of coverage in the county which has either created an over-provision and duplication of information or a lack of information. To improve the situation, and provide consistency of coverage it is proposed to put into place the following minimum requirements:-	The County Council will seek to improve and increase roadside information provision throughout the County. Timetable cases at bus stops in rural areas will be considered as a priority to complement the information provided by the County Council and the operators in the main towns. The County Council will also be responsible for the provision of timetable cases at key interchanges, railway stations, bus stops on Quality Bus Corridor Routes, main village/rural stop locations where agreement is reached with suitable partners.

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Roadside Information	
Bus stops to have bus flags Bus stops to have timetable cases Bus stops to display timetables Bus flags to display the service number/s Bus flags to display the name of the operator Bus flag to show the Traveline enquiry number	The County Council will consider the role of bus information points (BIP) with a view to provide improvements to information including up to date information displays with London Underground style bus route maps and maps showing where to find your bus stop. The County Council will seek to co-operate with District Councils and Parish Councils to provide timetable cases/displays in bus shelters. District Councils, Town Councils and Parish Councils will be encouraged to continue to secure the provision and maintenance of bus shelters where appropriate. Various sources of funding will be investigated for the provision of bus shelters and route upgrades for Quality Bus Corridors, including the Parish Transport Grant. Operators will be encouraged to participate in this process by agreement and partnership investment in all aspects of roadside information.

Table 19.4 Roadside information

Telephone Line Information	
Minimum requirement	**Responsibilities**
The National Traveline telephone number is the single contact point for the public to access timetable information. All published timetable information refers to this telephone number. In Warwickshire the Traveline service is provided under the auspices of the West Midlands Travel Information Services Ltd (WMTIS). The minimum requirements are to ensure that the travel information database is maintained and kept up to date. The future improvements to be considered for the Traveline service include: • an extension of the service to the internet; • The provision of information through digital television; • electronic enquiry systems at key locations including travel centres; • providing information about taxis and airline services; • fares and booking information service; • SMS text messaging to mobile phones with passenger information	Operators providing bus services in Warwickshire are required to provide up to date timetable information to comply with West Midlands Travel Information Service (WMTIS) requirements. Operators are also responsible to reimburse WMTIS the costs of providing information about their commercially operated services.

Table 19.5 Telephone line information

Electronic Information	
Minimum requirement	**Responsibilities**
Investigate and develop Real Time Information accessible by mobile phone by a Countywide Short Messaging System. Local bus travel information to be available through the Warwickshire County Council Website including timetables for all bus routes operating in the County.	The County Council will investigate developments in Real Time Information (RTI), electronic display panels, other electronic and telecom technology. The County Council will make improvements to the Warwickshire County Council Web site to include comprehensive timetable information for all bus routes operating in the County including Community transport services. The County Council will improve links to bus and train operators web sites Operators will be encouraged to participate in the development of the RTI process by agreement and partnership investment.

Table 19.6 Electronic information

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Policy BI 4

Improvements to Bus Information

The County Council will encourage improvements in the quality and provision of bus information in the main urban centres and at the main interchanges.

</div>

Bus Information Points

The County Council seeks to improve the provision of roadside passenger information in the main urban centres, market town centres and key villages and at key bus interchanges. This will be achieved by using a Bus Information Point (BIP) which is designed to provide public transport information, which is accurate, comprehensive and impartial. A BIP will offer

- full details of the bus boarding points;
- full information on both the core bus network/connecting services in the local area;
- London 'tube style' bus route maps and timetables;
- Traveline telephone enquiry line number; and,
- Map of the local area.

 A BIP will be located in sites which are safe, secure, well lit and in urban areas where footfall is relatively busy.

Delivery of the Strategy

This section of the strategy sets out the County Council's actions in delivering the policies of the Bus Information Strategy in a way which recognises the existing problems and opportunities outlined earlier in this document.

The delivery of Bus Information Initiatives involves a wide range of stakeholders both national and local and can often depend on strategic decisions which are taken in the context of the national legislative framework. In these circumstances, the timescales for the schemes and measures set out below will need to be flexible to take advantage of the implementation opportunities as they arise.

Partnership

The key role of the County Council, working in partnership with bus operators and other stakeholders, is as initiator and promoter of bus information improvements. The Transport Act 2000 places a duty on local transport authorities to set out required standards of passenger information after consultation and to ensure these standards are met. The delivery of the strategy sets out the minimum standards for each type of required information and who will be responsible for its delivery, see below.

In addition, where necessary the County Council will work with its partners to secure funding from the Local Transport Plan settlement and from other appropriate sources of funding, including developer contributions.

For each specific initiative the likely timescale for delivery is identified as either short term, medium term or long term. For the purposes of this strategy, short term will be the period to 2011, medium term will be the period from 2011 and 2016 and long term will be the period 2016 onwards.

'Simple to use'			
Action	**Schemes & Measures**	**Timescale**	**Responsible**
Provide information which should be readily available, easy to understand and be simple to use.	Continue to produce accurate, comprehensive, impartial public transport timetable information	On-going On-going	WCC/Operators WCC
	Continue to maintain the public transport information pages on the County Council's website	On-going	WCC

19 Bus Information Strategy

'Simple to use'			
	Continue to promote the National Rail Enquiry Service Continue to improve signage at interchanges to promote more convenient transfer/travel between different transport modes	On-going	WCC
Raise public awareness about the public transport network and the travel choices that it provides	'TravelWise' and Green Travel Initiatives	On-going	WCC
Work in partnership with bus operators, Centro, other local authorities and suppliers to deliver real time information accessible by mobile phones	Countywide Short Messaging System	Short	WCC/operators/ WMTIS
Investigate opportunities of real time information displays on Quality Bus Corridors and at key interchanges	Work in partnership with bus operators, train operators, Centro, other local authorities and suppliers	Short	WCC/Operators
Provide 'Bus Information Points' in town centres, bus stations, main railway stations and larger villages	Warwick Bus Interchange	Short	WCC
	Atherstone Bus Station	Short	
	Leamington Spa Centre	Short	
	Leamington Spa Rail Station	Short	
	Kingsbury	Short	
	Kenilworth	Short	
	Stratford upon Avon	Short	
	Rugby	Short	
	Nuneaton	Short	
	Bedworth	Short/Medium	
	Coleshill	Short/Medium	
	Alcester	Short/Medium	
	Polesworth	Short/Medium	

Table 19.7 Simple to use

Indicators and Monitoring

The Bus Information Strategy has established a range of desired standards, indicators and implementation targets for enhancements to the public transport network. Monitoring the delivery of the actions outlined in the Bus Information Strategy will be an important part of the management and control process. Progress against the identified actions and standards will be reviewed on a regular basis to make certain that the Strategy is achieving the desired outcome.

All monitoring, benchmarking and measuring will allow changes to be identified, incorporated and update. The aim of the targets is to create a virtual circle of continual improvement.

Bus Information Strategy - Indicators			
Indicator	**Performance Indicator**	**Source of Data**	**Frequency of Analysis**
Provide 'Bus Information Points' in town centres, bus stations, main railway stations and larger villages	Completion	WCC	Annually
Provide an increase in the quality and quantity of roadside information in town centres, bus stops on Quality Bus Corridors and key village and rural bus stop locations	Completion	WCC/Operators	Annually
Improve and maintain the public transport information pages on the County Council's website	Completion	WCC	Annually
Deliver Real Time information accessible by mobile phone by a Countywide Short Messaging System	Completion	WCC/Operators	Annually

Table 19.8 Indicators

19 Bus Information Strategy

Safer Routes to School and School Travel Plan Strategy 20

Background

Nationally, the proportion of primary aged children who walk to school has declined from 61% to 50% over the last decade, with a corresponding rise in car travel. The proportion of secondary pupils walking has remained stable at 44%, but the proportion cycling has declined from 4% to 3%. This situation has evolved due to a wide range of complex issues, including parental concerns over child safety and security during the journey to school, rising car ownership, and an increase in the number of mothers working full or part time.

The increase in car travel to school has resulted in an increase in congestion and pollution around schools, and the lack of physical exercise has been shown to lead to a decline in pupils' health and fitness.

In Warwickshire, the trend is similar to that observed nationally. An annual countywide School Travel Survey has shown a steady increase in car use for school journeys of 1% per year until 2002 to a peak of 40%. This figure was reduced to 39% in 2003 and 37% in 2004, which may be an indication that measures that have been implemented during the first Local Transport Plan period are starting to influence travel choices. However, it is clearly too early to know whether this is the start of a positive downward trend.

School Travel Plans

Real progress towards the use of more sustainable travel modes is only likely to be achieved by a combination of implementing Safer Routes to Schools measures in parallel with a programme of education and encouragement, such as walking buses.

As part of the Safer Routes to Schools initiative, schools are encouraged to write a School Travel Plan. This can be defined as "an action plan that sets out a package of measures to improve pupils' safety on the school journey and to reduce the number of car trips made to school".

A School Travel Plan is required as part of the submission for planning approval where a new school is being built or substantial changes to an existing school are proposed. In January 2004 the County Council's Cabinet also approved a requirement that all schools requesting a Safer Routes capital scheme costing £20,000 or more should produce a School Travel Plan.

In September 2003 the Government announced a major initiative to address travel to school, including funding for school travel advisers to help schools to draw up School Travel Plans. Funding is also available for schools with approved School Travel Plans to upgrade facilities that will encourage the use of sustainable travel, such as the provision of cycle storage and lockers. All Warwickshire schools have been encouraged to bid for this funding by producing a School Travel Plan.

Targets

In the 2000 LTP a target was set to "reduce the proportion of school journeys undertaken by car to 33% by 2006 and 24% by 2011". In light of the annual survey described above, it is clear that this target will not be met; indeed the overall trend in car use (1% per annum) shows that it was unrealistic.

An analysis of local survey data has shown that those schools where Safer Routes to School schemes have been implemented during the past five years an overall reduction of 4% in car usage has been achieved. In contrast, schools where no investment has taken place have seen an increase in car journeys to school by 4%. The countywide target has been amended to reflect these trends. The target is to maintain the proportion of school journeys undertaken by car (sole passenger) at 2005/06 levels (15%); this is considered stretching given that, with no investment, sole passenger car use for journeys to school could be expected to rise to between 20-25% of trips.

The Government has stated that, "all schools should have active travel plans before the end of the decade". Around 30 schools in Warwickshire have already produced a School Travel Plan, but in order to meet this objective, 40 new School Travel Plans will be required each year.

Capital Grant funding is available for schools that have a Travel Plan approved and this funding will continue until at least 2007/8. Funding is around £5000 for an average sized Primary School and around £10,000 for an average sized Secondary School and encourages schools to consider their sustainable travel arrangements and make improvements. The funding can only be spent on capital works on the school premises and examples of improvements include cycle storage facilities, parent waiting shelters, paths, fencing, CCTV equipment etc.

The Strategy

There is wide variation in travel patterns depending on whether schools are primary or secondary, and if they are located in an urban or rural area. These factors must be considered when developing a set of proposals for an individual school.

20 Safer Routes to School and School Travel Plan Strategy

Secondary schools

It has been demonstrated that the provision of safe cycle routes to secondary schools and secure storage facilities at schools can be very effective in persuading pupils to cycle to school. We therefore plan to provide these facilities for all secondary schools in the County at a rate of 2–3 schools per annum.

During this LTP period, the County Council will consider the role of Schools Park and Ride/Park and Stride in reducing the direct impact of car-based school traffic. A pilot scheme will be developed to test its impact on changing school travel patterns, possibly within Warwick District.

Primary schools

Expert advice from the Royal Society for the Prevention of Accidents (RoSPA) is that unaccompanied children under the age of 10 cannot cope with cycling on the road, and therefore cycle routes to primary schools will be considered only in exceptional circumstances. The emphasis will be on improving pedestrian routes in urban areas and encouraging car sharing schemes in rural areas.

All schools will be encouraged to write a School Travel Plan to identify the barriers to walking to school. Warwickshire County Council will deal with all schools that approach the school travel plan adviser for assistance. However, we will endeavour to establish travel plans with schools that have a higher than average percentage of car usage for their area or type.

Events to encourage sustainable travel on the school journey will also be supported including the two Walk to School weeks in May and October where resources and banners will be provided for participating pupils and schools.

The County Council will consider the role of general walking and cycling improvements in delivering or contributing towards the implementation of the wider Safer Routes to Schools initiative within Warwickshire.

Sustainable Freight Distribution Strategy 21

Introduction

The importance of sustainable freight distribution within the context of an integrated transport and land use policy is clearly set out in the Government White Paper and associated guidance.

One of the key implications for local authorities in these documents is the emphasis placed on the establishment of Freight Quality Partnerships between local authorities, the freight industry, business communities, residents and environmental groups.

Policy Context

The Strategy has been developed within the National, Regional and Local policy environment and aims to be consistent with the wider framework. An overview of the policy background is provided in Annex 1 of the LTP.

Of particular relevance to the Warwickshire Freight Strategy are the Regional Transport Strategy and the Regional Rail Freight Strategy. The key policies that underpin these documents are (1) the need to maintain and improve good road and rail links compatible with the Trans-European Networks (TENs), (2) the provision of good maintenance of transport networks, (3) the development of Regional Rail Freight schemes, (4) the development of the Regional Highway Network and (5) the development of regional airports.

Improvements are specifically mentioned for rail links to the East and South Coast ports, and deliveries set to maximise the use of multi-modal facilities and local freight terminals at Hams Hall, Lawley Street (Birmingham) and Daventry International Rail Freight Terminal (DIRFT).

In terms of the highway network, the regional strategies identify motorway widening schemes, selected bypasses, and the development of Intelligent Transport Systems in the West Midlands. Consideration has also been given to the production of a West Midlands Regional Lorry Guide, an initiative that the County Council would fully support.

West Midlands Regional Lorry Parking Study

The County Council has recently been involved in a study that has been carried out to identify the need for additional lorry parking facilities within the West Midlands region. A full description of the background to the Regional Lorry Parking Study can be found within Annex 1 of the LTP.

The study identifies a need for additional overnight rest and driving break parking facilities on or near to the following corridors of the region's strategic highway network:

- M40 from Junction 16 (A3400 south of Hockley Heath) to Junction 12 (B4451 Gaydon); and
- M42 from the junction with the M6 northwards to the regional boundary with the East Midlands.

The main function of these Category 1 'Strategic Lorry Parks' would be as a location for overnight rest periods, and would therefore include a full range of amenities (e.g. 24 hour cafes, toilets, showers, shops, entertainment areas etc.) and security guards, fencing, CCTV etc. However they would also provide an ideal location for shorter driving break periods. The study suggests a set of criteria to be used in selecting suitable locations for these strategic lorry parks.

The study also identifies a potential need for additional parking facilities for use by goods vehicles waiting to make deliveries within or close to the industrial areas of the following locations:

- Hams Hall;
- Atherstone;
- Nuneaton;
- North Coventry;
- East Coventry;
- Leamington Spa;
- East Birmingham;
- Redditch;
- North Rugby; and
- Magna Park (Leicestershire).

The study recommends that the next step should be the commissioning of further survey and census exercises to produce a more detailed analysis of demand. Such survey and census exercises should assist in establishing the actual size of each facility required.

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Freight Movement in Warwickshire

Road

Most freight is moved by road at present and most freight will continue to be moved by road in the future. Due to its location in the Motorway and Trunk road network, Warwickshire experiences a large amount of through movement of short and long distance road based freight haulage. Vehicle movements are also prominent in the vicinity of Hams Hall and Daventry International Rail Freight Terminals, and around the industrial estates in the main towns of the County. The town centres also experience lorry movements in relation to shop deliveries. There are several quarries and landfill sites in the County that generate large numbers of lorry movements, often impacting on some of the more rural areas.

Rail

The location of Warwickshire in the national rail network results in a large amount of through rail based freight movements. Key corridors for freight movement in Warwickshire are the West Coast Main Line (for Birmingham, the North, Scotland, London and the Channel Tunnel), Birmingham-Nuneaton-Leicester (for the East Midlands and Felixstowe), Birmingham-Solihull-Leamington Spa-Banbury (for Southampton/Millbrook and the South East), Birmingham-Tamworth (for Teeside and the North East) and Nuneaton-Water Orton (for Bescot Yard).

Key generators of rail freight in Warwickshire are Hams Hall International Railfreight Terminal, Murco LPG (Bedworth), Daw Mill Colliery (near Over Whitacre), Warwickshire Oil Storage (Kingsbury), Kineton MOD, and car distribution from Birch Coppice. In addition, Daventry International Railfreight Terminal (DIRFT) is located just outside the County boundary near Crick in Northamptonshire.

It is broadly accepted that freight movements of between 100 and 250 miles or more provide the best opportunity for carriage by rail. This, coupled with heavy loads, offers the greatest potential for maximising economies of scale. The majority of firms that deal with this type of freight movement, and are located near or adjacent to an operational railway line in Warwickshire, currently use rail for all or part of their journey.

The greatest potential for new rail freight haulage however, lies with new freight generators such as Prologis Park (the former Coventry Colliery), and the development of further rail connected sites at Hams Hall.

It should be acknowledged however that, given its proximity to the West Midlands conurbation and its location on the rail network, the majority of freight movements in Warwickshire are essentially through the County, and are therefore unlikely to be particularly susceptible to any new rail freight initiatives. The diverse trip length nature and pattern of local road freight movements generating in the County are also unlikely to be suitable for transfer to rail.

In these circumstances, the County Council sees its main role in promoting the transfer of freight from road to rail as being through the land use planning process, working in partnership with Local Planning Authorities to ensure that appropriate sites are available for development with rail access.

Other Transport Modes

There is currently no known movement of freight on the canal system serving Warwickshire. The canals are primarily used for leisure and recreational purposes.

There are three operational airfields within Warwickshire, at Baginton (Coventry), Wellesbourne and Long Marston, of which only Baginton experiences any movement of freight. The airfield handles substantial domestic and international cargo traffic movements, which predominantly arrive and depart at night.

There are long distance/strategic pipelines in Warwickshire and local pipelines running from supply points to the nearest urban areas.

Problems and Opportunities

The main problems associated with freight distribution are:

- Warwickshire generates relatively little freight compared to that which passes through the County;
- There is a potential conflict between meeting the needs of industry and commerce to transport freight, and the resulting environmental and social effects;
- Nearly all rail freight movements will need a road based movement at either end of the journey, and will impact on the highway network to varying degrees;
- There is potential conflict between the use of water for the transportation of freight, and the recreational and amenity enjoyment of inland waterways and canals;

- There are significant practical limitations on the use of the canals within the County for the movement of freight;
- The opportunities for the widespread use of pipelines for the transportation of freight in the County are limited to certain products and materials.

On the other hand, there are some opportunities:

- Warwickshire is well placed in relation to the road and rail networks and to the freight terminals at Hams Hall, Daventry and Lawley Street (Birmingham). This provides opportunities to secure economic benefits for the County and the Region as a whole;
- These networks have recently received further investment to tackle congestion problems, particularly road access to the north west through construction of the M6 Toll, and rail access to the north west and the south east through the West Coast Route Modernisation; and,
- There is now more imperative to encourage a greater use of sustainable modes for the transportation of freight with freight train operators (particularly EWS and Freightliner) improving services, and investing in new rolling stock and infrastructure improvements.

Warwickshire Freight Quality Partnership

The inaugural meeting of the Warwickshire Freight Quality Partnership (FQP) was held in February 2002. The FQP discussed a number of issues, primarily concerning road freight in Warwickshire, and agreed to form a working group to develop proposals to progress the LTP strategy.

The Strategy

Objectives

Our objectives are:

- To achieve an appropriate balance between the need for transport to sustain an improving economy and the need to protect and improve the environment;
- To encourage operating efficiency and disseminate best practice in freight transport;
- To increase the proportion of companies with a recognised environmental management award; and
- To encourage integration within and between all freight transport modes.

General Principles

The strategy policies to achieve these objectives are described below. An indication is given where policies may require the input of the Freight Quality Partnership (FQP).

Policy F 1

The County Council will promote:

- The development of the Trans European Road and Rail Networks; and
- The inclusion of sustainable freight distribution in the development of Green Transport Plans for new industrial and commercial development.

Road Freight Strategy

Policy F 2

The County Council will continue to work with the freight industry through the Freight Quality Partnership to recognise the needs of goods vehicles in the management of the highway network.

Through the Partnership we will:

- Promote the use of a defined and agreed 24 hour lorry route network, including producing a map for distribution within the road haulage industry;

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- Seek to establish a zoning system in each urban area so that signage can be introduced to direct heavy goods vehicles to industrial estates and town centres via the best routes;
- Seek to define and enforce delivery times in town centres);
- Review parking and loading restrictions to identify opportunities to address problems for delivery vehicles, particularly where front-only access exists;
- Ensure that reasonable access for heavy goods vehicles is maintained in connection with measures for their control and restriction;
- Seek to identify overnight parking facilities for HGVs where a known demand exists;
- Explore the possibility of developing an urban area 'consolidation centre' for the transfer of goods from HGVs to smaller vehicles for final distribution
- Seek to control heavy goods vehicle movements through or near environmentally sensitive areas (for example, Conservation Areas and residential neighbourhoods) by systematic intelligence gathering through Parish Councils and contact with operators. The introduction of Amenity Weight Limits will be considered, as a last resort, subject to the following criteria:

  - A significant problem caused by HGVs unnecessarily travelling through an area can be demonstrated;
  - An appreciable reduction in the number of HGVs is attainable;
  - An alternative route is available which is suitable for HGV traffic as regards its alignment and strength;
  - There is an overall environmental benefit in redirecting the HGVs, not simply a transfer of the problem from one area to another;
  - A scheme can be designed which gives a clearly signed route which can be easily understood by drivers and is likely to be largely self enforcing; and,
  - The area is compact enough to allow enforcement by the Police.

Rail Freight Strategy

Policy F 3

The County Council will work in partnership with the freight industry, DfT, Network Rail and other stakeholders to promote the transfer of freight from road to rail.

In terms of encouraging road to rail switch for the movement of freight a number of measures could be pursued by the County Council, particularly in relation to the inter-modal terminals at Hams Hall and DIRFT. These could include working with the Highways Agency to promote the provision of signing information from the Trunk Road Network (including the provision of Real Time Information) and the introduction of priority measures on roads leading to freight terminals and freight hubs.

Policy F 4

The County Council will work in partnership with the Local Planning Authorities to identify and protect selected sites for future rail freight connection.

Other Modes

Policy F 5

The County Council will work in partnership with British Waterways, the Environment Agency and the freight industry to explore:

- The potential for the transfer of freight from road to water, particularly in the context of the impact this may have on their current environmental and leisure usage; and
- The potential to develop inter-modal terminals that include a waterway connection.

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Policy F 6

The development of freight handling facilities at Coventry Airport (Baginton) will be encouraged in line with Policy T5 (b) of the Warwickshire Structure Plan 1996 – 2011.

Policy F 7

The use of pipelines will be encouraged while ensuring minimal environmental impact both during and after installation of the necessary infrastructure.

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21 Sustainable Freight Distribution Strategy

Background

The purpose of this strategy is to set out what is needed in Warwickshire to improve conditions for walking and encourage more people to walk for local journeys.

Walking is a healthy, low-cost, non-polluting mode of transport that is available to most people, regardless of their age and income. A quarter of all journeys are under 1 mile and a quarter of car trips are less than 2 miles. Walking clearly has a significant role to play within an overall integrated transport system, both as a mode of transport in its own right and in conjunction with other modes. Almost all journeys involve an element of walking.

However, the rise in the use of cars has been accompanied by a national decline in walking. In the ten years to 2003, the number of walking trips fell by 20%. The car is now used for many short trips, leading to widespread problems of congestion and pollution in urban areas as well as contributing towards poor public health, reduced quality of life and social exclusion. As car travel has become more dominant, conditions for walking have worsened which has only reinforced the downward trend.

The new Walking Strategy sets out a range of policies and actions to encourage more walking in Warwickshire. The walking strategy is a daughter document to the LTP and will contribute towards the achievement of the overall objectives of the Local Transport Plan:

- To improve accessibility to the transport system in order to promote a fairer, more inclusive society;
- To seek a transport system which will promote full employment and a strong, sustainable local and sub-regional economy;
- To reduce the impact of transport on the environment through the management and control of adverse impacts;
- To improve the environment and safety of people when they are using the transport system; and
- To encourage the integration of transport, both in terms of policy planning and the physical interchange of modes.

Walking is not only a transport issue. Encouraging more walking can also contribute towards wider policies on health improvement, regeneration and social inclusion.

Overall Aim

The overall aim of the Walking Strategy acknowledges that encouraging more walking will require physical improvements to the walking environment together with promotion and marketing initiatives:

'To improve the pedestrian environment and promote the benefits of walking to encourage more people to walk for short utility journeys and for recreation'.

Strategy Objectives

- To provide pedestrians with safe, attractive and direct routes to local services, facilities and workplaces;
- To improve the environment for pedestrians in town centres;
- To reduce pedestrian road casualties and make walkers feel safer and more secure;
- To ensure new developments adequately cater for pedestrians and mobility impaired people;
- To consider the needs of pedestrians and those with some form of mobility impairment in all transport and highway schemes;
- To publicise the benefits of walking; and,
- To publicise and improve opportunities for recreational walking across the county.

The Policy Context

National Policy

Until the early 1990s, walking as a mode of transport was given low priority as transport planning focussed on providing for the needs of car users. However, the promotion of walking as a sustainable mode of transport has risen up the transport agenda over the past decade as the social, environmental and health problems caused by the dominance of car have become more apparent.

The Transport White Paper in 1998 set out Government proposals to create a better, more integrated transport system both nationally and locally. Walking was identified as being key to achieving modal shift for short journeys. Local authorities were required to produce Local Transport Plans, including a strategy to encourage walking.

In 2000, the Government published its 10 Year Plan for Transport for the period up to 2010-11, setting out actions to implement the policies contained in the White Paper. 'Encouraging walking – Advice for Local Authorities' was also published by Department for Transport in 2000.

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Tomorrows Roads – Safer for Everyone (2000), the Governments Road Safety Strategy set challenging casualty reduction targets to be met by 2010. Particular emphasis was placed on reducing child casualties, of which a large proportion occur when children are walking or cycling. The strategy puts forward a range of actions to reduce casualties amongst all vulnerable road users, including improved infrastructure, training for both drivers and pedestrians, and speed reduction measures.

Planning Policy Guidance Note 13 on Transport (2001) was a major step forward in integrating land use planning and transport, advising local authorities on how to reduce growth in the length and number of motorised journeys, encourage alternative modes of travel and reduce reliance on the private car. The main policies relating to walking are to focus major trip generators in urban centres and close to public transport interchanges; locate day to day facilities in local centres so that they are accessible by walking and cycling; and accommodate housing primarily within existing urban areas at locations highly accessible by public transport, walking and cycling.

Living Spaces: Cleaner, Safer, Greener, published in 2002, set out the Government's vision for high quality public spaces, safe streets, less traffic danger, clean, safe secure street environment. Walking is an integral part of the new 'liveability' agenda, and there is increasing recognition that people are more likely to walk if the surroundings are pleasant, convivial, clean and well maintained.

The Future of Transport White Paper, published in July 2004, outlines how the Government intends to increase cycling and walking through a combination of local action planning, strong marketing, sharing good practice and national demonstration projects. Around the same time, an Action Plan for Cycling and Walking was published, detailing a range of practical actions that the Government will take to support the efforts of local authorities to encourage more walking and cycling and listing a number of best practice case studies.

The Action Plan contributes towards the Government wide initiative to tackle physical inactivity and obesity, and reflects the growing recognition of the importance of encouraging walking from a public health perspective. One of the overarching priorities of the Public Health White Paper (October 2004) is to increase the amount of exercise that people take. Walking and cycling are highlighted as having key roles to play because they are regular forms of physical activity that can be easily fitted into people's daily routine. Improving opportunities to walk and cycle will be part of a strategy to market healthy lifestyles.

'Smarter choices – Changing the way we travel', published by the DfT in July 2004, was an extensive report on the impact of 'soft measures' in changing travel behaviour, using evidence from the UK and abroad, case study interviews and the experiences of stakeholders. In recent years, there has been growing interest in 'soft' measures, which include a range of initiatives seeking to give better information and opportunities, aimed at helping people to choose to reduce their car use while enhancing the attractiveness of alternatives. The assessment found that soft measures had significant potential to reduce car journeys, and came to the conclusion that '*provided they are implemented within a supportive policy context, soft measures can be sufficiently effective in facilitating choices to reduce car use, and offer sufficiently good value for money, that merit serious consideration for an expanded role in local and national transport strategy*'.

The Countryside and Rights of Way Act (2000) requires local highway authorities to prepare and publish a Rights of Way Improvement Plan for improving rights of way in their areas, taking into account the needs of the public including disabled people. The provisions came into effect on 21 November 2002.

Regional Policy

The West Midlands Spatial Strategy (RSS11), formerly known as Regional Planning Guidance for the West Midlands, sets out what should happen where and when across the region up to 2021. It incorporates the Regional Transport Strategy, which sets the framework for regional and local transport priorities and investment.

Policy T3 on Walking and Cycling states that Development Plans and Local Transport Plans should provide greater opportunities for walking and cycling by:

- Developing safe, secure, direct, convenient and attractive networks which connect town centres, local facilities, educational premises, public transport interchanges, residential and employment areas;
- Giving pedestrians and cyclists priority in residential areas and town centres;
- Providing links between smaller settlements and centres and development of greenways and quiet roads;
- Developing the National Cycle Network;
- Making the most effective use of canal towpaths;
- Expanding 'cycle and ride' and cycle carriage on public transport; and,
- Ensuring that new developments and infrastructure proposals improve walking and cycling access

Local Policy

Warwickshire County Council published its first Strategic Plan for Warwickshire in 2002, with the aim of improving the quality of life of Warwickshire's people and to do this by ensuring that a whole range of public agencies work together. The plan sets out a vision for Warwickshire for the year 2010 and identifies targets for 2005 to make progress towards this vision. It focuses on eight major themes identified by county residents as being most important:

- Education and Lifelong Learning;
- Health and Well-being;
- Crime and Community Safety;
- Economy and Employment;
- Transport;
- The Environment;
- Community Involvement; and,
- Information and Access to Services.

Walking is relevant to a number of these themes, and the transport theme endorses the actions and targets set out in the LTP to encourage cycling and walking.

The Warwickshire Structure Plan 1996-2011 (WASP) currently provides the strategic policy framework for land use and development. However, the government has decided to abolish Structure Plans and Local Plans and replace them with Local Development Frameworks. The WASP policies, which are in conformity with RSS11, will be saved for a period of 3 years (up to September 2007). The Regional Planning Board will need to decide whether sub-regional strategies need to be produced. If so, these will provide further detailed policy to bridge the gap between the RSS and LDFs. In the event that these sub-regional policies do not emerge, there is scope for WASP policies to be carried forward beyond the initial 3 years from commencement of the Act.

Two of the underlying objectives of the current Warwickshire Structure Plan (1996-2011) are to:

- Reduce the distances people need to travel, whilst acknowledging the continuing role of commuting in the County and the need to facilitate this through transport improvements; and,
- Support walking, cycling and public transport as alternatives to the private car.

Policy GD1 states that the overriding purpose of the Structure Plan is to provide for a pattern of development which promotes greater use of public transport, walking and cycling, to avoid restricting future generations of Warwickshire residents to a style of living which depends on use of a car to get to work, school, shop or for leisure.

The plan contains a number of specific transport objectives and policies, of which the following are particularly relevant to walking:

Policy T1 states that 'where travel is necessary, through the Local Transport Plan and in considering transport related development proposals, the County Council will':

- Promote affordable transport for people on low incomes;
- Increase accessibility for disabled people and others with mobility problems; and,
- Provide alternatives to using cars, giving the highest priority to improving public transport, the integration of transport and improving facilities for walking and cycling.

Warwickshire's Road Safety Strategy sets out a range of policies, actions and targets aimed at reducing casualties on the county's roads. It aims to achieve the Government's casualty reduction targets a year early; that is by 2009.

The County Council has developed a 10 year Countryside Access and Rights of Way Improvement Plan (CAROWIP) for Warwickshire following extensive public consultation, consultation with representative user groups and input from the Local Access Forum and Countryside Access Liaison Group. Further detail on the implementation of this policy can be found within that plan.

Problems and Opportunities

This section describes the factors that have contributed towards the decline in walking, before outlining the benefits that walking can provide both to the individual and on a wider scale.

Barriers to walking

There are a number of real and perceived barriers to walking which have contributed towards a national decline in walking. The strategy must seek to address each of these physical, social and cultural barriers in order to increase levels of walking.

22 Walking Strategy

Longer journey lengths

Decades of planning for the car have resulted in longer distances between where people live and the places they need to get to, including workplaces, retail opportunities and other key services. This is one of the most significant barriers to walking, and is now starting to be addressed through the land use planning system and integrated transport planning. Improving accessibility to jobs and key services is now a Government priority.

Despite this, nearly a quarter of all trips are under a mile, and just under half are less than two miles (3), indicating that there is clear potential for many more local journeys to be undertaken on foot. The distances generally considered acceptable for utility walking vary greatly according to the individual and circumstances. The mean average length for walking journeys is approximately 1km. The IHT Guidelines for Providing for Journeys on Foot suggest the following acceptable walking distances:

Suggested acceptable walking distances			
	Town Centres	**Commuting / school**	**Elsewhere**
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred maximum	800m	2000m	1200m

Table 22.1 Acceptable walking distances

Road safety

Rising traffic levels have led to a continuing deterioration in conditions for walking and caused a spiral of decline in walking levels. The volume and speed of traffic on many roads is a significant deterrent to walking, particularly for vulnerable groups such as children, the elderly and those with mobility impairments. These groups are often those who do not have access to a car, and depend on walking to access facilities and the wider transport network public transport. Pedestrians are amongst the most vulnerable of all road users, and reducing pedestrian road casualties and making walkers feel safer must be an important aspect of the Walking Strategy. Children are particularly vulnerable as pedestrians and are more likely to be injured whilst walking than either travelling by car or by bike. Statistics show that children living in deprived areas are three times more likely to be pedestrian road casualties.

Personal security

Personal security concerns and anti-social behaviour can also deter people from walking for local journeys, particularly groups such as women and the elderly and especially after dark. Whilst perceived fear of crime is not supported by statistics, perception of danger can have a strong influence on modal choice. A poor street environment and poor lighting, badly designed streets and overgrown vegetation can all contribute towards feelings of insecurity.

Footway and footpath conditions

The definition of a footpath is 'a highway over which the public have a right of way on foot only,' whereas footways are 'a way comprised in a highway which also comprises a carriageway, being a way over which the public have a right of way on foot only', i.e. what the public would refer to as pavements.

The condition of footways and footpaths is viewed as an important factor influencing people's decisions to walk. The elderly, and mobility-impaired people can be particularly affected by poor maintenance and slippery or uneven surfaces. Other physical factors that can make footways and footpaths unattractive and deter people from walking include:

- Narrow pavements;
- Litter and dog fouling;
- Street clutter;
- Excessive signing;
- Illegal cycling on pavements;
- Illegal pavement parking;
- Overgrowth and encroachment;
- Lack of benches and other facilities for pedestrians; and
- Lack of facilities for mobility impaired people.

Walking Strategy 22

Social attitudes

In a society dominated by the car, walking is often viewed as being slow and inconvenient, and suggesting a low social status. In addition, as lifestyles have become more complex and time-pressured, many people feel they could not cope without the convenience of the car. Travel time is a key deterrent to walking, but as congestion levels increase, driving is often no longer the quickest mode for short journeys and offers none of the wider health and financial benefits of walking.

The benefits of walking

As well as providing benefits to the individual, walking has the potential to deliver on a wide range of national and local objectives.

Congestion

Congestion is a serious and growing problem on the U.K. road network, costing the economy billions of pounds every year and negatively affecting quality of life for many. Reducing and mitigating the effects of congestion at a local level is a major objective of the government's transport policy and walking has a role within the overall strategy to address this problem. Congestion in Warwickshire occurs mainly in urban areas during peak hours, and many of the car trips contributing towards the problem are short local ones, often driver only, which could easily be undertaken on foot or by public transport.

Air pollution

Road transport is a major source of the greenhouse gas emissions that contribute towards global warming, but walking is a mode of transport that has no negative effects on the environment. Encouraging walking can contribute towards local and national objectives to improve air quality, particularly in towns, by reducing short car journeys.

Health

Experts recommend at least half an hour of moderate exercise five days a week, yet only 20% of people in the UK get enough exercise to maintain a healthy lifestyle and satisfactory fitness level. Rising levels of obesity, heart disease, diabetes and strokes are now a serious national concern. Walking has been described as the nearest thing to perfect exercise and has great potential to help tackle the above health problems, as it can easily be incorporated into people's daily routines. With the growing public awareness of the health matters and the importance of exercising, promotional initiatives, which capitalise on the health benefits of walking offer perhaps the most potential for increasing levels of walking. As well as the direct health benefits to the individual, more walking provides wider health benefits in terms of reducing air pollution and road casualties.

Social inclusion and accessibility

Improving access to key services is a major element of the Government's transport and social inclusion agenda. Whilst levels of car ownership are higher in Warwickshire than the West Midlands or nationally, 19% of households do not have a car and therefore may experience problems accessing employment opportunities and essential services. Although the location of services and the way they are delivered has as much impact on accessibility as transport provision, reducing barriers to walking has a role to play within the transport element of delivering improved accessibility. Walking is a virtually cost-free mode of transport that is available to almost everyone, and is particularly important for certain groups, such as children, older people and those without access to a car. Improving walking conditions is also a necessary part of initiatives to enhance accessibility through public transport improvements. The access needs of people with mobility or sensory impairments, wheelchair users and mobility scooter users must all be addressed in order to enhance social inclusion.

Economy and regeneration

There are strong links between walking and regeneration. Improved conditions for walking contribute towards wider regeneration initiatives, and at the same time, successful regeneration initiatives can lead to increased pedestrian activity. Safe and attractive streets and public places are fundamental to attracting shoppers, visitors and tourists.

Integration with public transport

Walking is a part of most journeys made by public transport, and is often referred to as the glue that binds the public transport system together. When promoting the use of public transport, there is a need to take into account the whole journey by ensuring that there is safe and convenient pedestrian access to public transport interchanges. Improvements to both walking facilities and the public transport network can be effectively combined to provide benefits in terms of reducing car trips and improving the environment.

Recreational walking

Walking is one of the most popular leisure time activities in the UK, with 77% of UK adults, or about 38 million people, walking for pleasure at least once a month. There are over 527 million estimated walking trips made annually to the English Countryside.

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Recreational walking contributes towards tourism and the economy, particularly in rural areas, as well as wider health and wellbeing, social inclusion, promoting the understanding of food, farming and the countryside. Importantly, walking for leisure may also help to build a culture in which people choose to walk for short utility journeys rather than use their car.

The Current Situation

Walking in Warwickshire

Walking for utility journeys is most viable within the urban areas of the county, where distances between people's homes and key services and facilities are generally short. Warwickshire is a relatively flat county and the towns are generally compact and an ideal size for walking.

Walking trips are diverse and widespread, and so it is difficult to get an accurate picture of walking in Warwickshire. However, in line with national trends, walking appears to account for only a small and declining proportion of trips in the county. Levels of walking vary across the county, reflecting social and demographic characteristics and differences between rural and urban areas. Census data shows that 10% of people in Warwickshire walked to work in 2001, down from 12% in 1991. This figure varies from 11% in the predominantly urban Warwick District to 7% in the more rural North Warwickshire District. In Stratford-upon-Avon, a quarter of residents within one ward in the town walked to work in 2001.

71% of people in Warwickshire currently travel to work by car, a figure that is 9% higher than the national average. However, a fifth of residents live within 2kms of their workplaces, indicating that there is clear potential for walking to work. Warwickshire has car ownership levels above the national average and this easy access to a car may make it more difficult to persuade people to leave their car at home.

Warwickshire's School Travel Survey, carried out in November 2004, showed that 44% of primary and 41% of secondary school pupils walk to school. This varies depending on the area, ranging from 31% in Stratford (39% primary, 23% secondary) to 56% in Nuneaton and Bedworth (49% primary, 66% secondary).

Cordon counts in the main towns provide information on the number of people entering town centres on foot as a proportion of total trips. However, the counts are carried out only on a single day every two years, and as pedestrian activity can be greatly affected by factors such as the weather, such counts cannot provide an accurate picture of walking levels in the county. Recent count data generally reflects the downward trend in walking. For example, in Warwick the number of people entering the town centre on foot declined slightly from 6.4% in 2000 to 6.2% in 2002. The highest levels of walking are found in Stratford, perhaps due to the level of tourist activity in the town.

Rising traffic levels have impacted on Warwickshire's town centres and often resulted in a degraded pedestrian environment. Pedestrian access *to* town centres can be made difficult by the existence of busy main roads and the legacy of planning for the car, such as ring roads and gyratory systems. However, it is not just busy roads that form barriers to convenient pedestrian movement, as rail lines, rivers and canals can cause severance problems.

Town centres are no longer the sole focus of retail and leisure activity, and a number of large retail / leisure parks, such as Shires Retail Park in Leamington Spa and Bermuda Park in Nuneaton, have been constructed on the outskirts of towns prior to the introduction of current planning guidelines. These developments attract a high number of car trips and were planned with car access in mind. They are often surrounded by busy roads and large roundabouts, which are particularly difficult to negotiate on foot. Similarly, there are also a number of large office and industrial developments located on the edge of Warwickshire's towns. These are often difficult to access on foot even where they are located within walking distance of residential areas.

Public Consultation

The County Council has commissioned public opinion surveys to discover what local people think about walking and walking conditions in Warwickshire and to help inform preparation of the Walking Strategy. In the Citizens Panel 2001, 52% of respondents thought improving conditions for pedestrians were either 'essential' or 'very important'. Better maintenance was viewed as the most important action to encourage more walking. However, 80% of people stated that there was nothing that would make them walk more.

Consultations on the Local Transport Plan (2006-2011) provide further information on people's views on the priorities for transport in the county. 59% thought better provision for pedestrians was either 'extremely important' or 'very important'. However, this figure was slightly lower than that for improvements to both cycling and public transport.

Consultation was undertaken in preparation for the Countryside Access and Rights of Way Improvement Plan (CAROWIP), and it showed that over 10% of respondents usually walk from home to work, but that 70% never walk from home to work. CAROWIP figures also shows that over 40% of respondents walk from home to shops, and only 10% never walk from home to the shops.

Over a third of respondents to the CAROWIP survey section on utility walking said that less traffic and pollution was an important factor in increasing their level of walking, and over half would be encouraged by better pavements and less obstructions to pavements would encourage them to walk more. Dog fouling was also mentioned by a quarter of respondents.

The responses to the CAROWIP consultation covering recreational walking indicated that 24% of respondents visit the Warwickshire countryside at least twice a week, and that over 32% of all respondents travel on foot to get to the countryside. However, 60% of respondents get to the countryside by car. Over half of the CAROWIP respondents are put off using paths because there are fast roads to cross.

The Strategy

Encouraging more walking will require a wide range of actions and joint working from a variety of different organisations and stakeholders. Increasing the amount of walking does not only meet transport objectives, but also wider objectives on health, the environment, social inclusion and regeneration.

The strategy sets out a number of policies aimed at increasing walking through a combination of physical improvements to the pedestrian environment and 'soft' measures to promote walking and encourage behavioural change.

The strategy focuses on walking for key utility journeys; those journeys that are undertaken for a purpose, rather than simply for the walk itself. It concentrates on journeys to school; to work; to retail areas; to health and leisure facilities; and to public transport interchanges. It is these trips where the greatest benefits in terms of encouraging more walking can be achieved because these are the type of journeys that people do every day, and they are often of short distance. Use of the car for such short journeys is an important cause of congestion and pollution in urban areas, as well as wider social and environmental problems.

Urban areas are the primary focus of the walking strategy, because it is within towns that distances between people's homes and key trip generators are generally short, making walking a viable transport choice. However, there may be instances where improvements to pedestrian facilities within rural areas are required, usually on safety grounds, and these will be considered on a case-by-case basis.

Although the main goal of the strategy is to bring about more walking as a mode of transport, the benefits of encouraging walking as a recreational activity are recognised and therefore the strategy aims to develop and promote walking both for utility and leisure purposes.

It should also be emphasised that although the main purpose of the walking strategy is to get more people walking, it is also about making access easier for all users of the street environment. This includes people in wheelchairs and mobility scooters, and those with sensory impairments.

Partnership

Policy W 1

The County Council will work in partnership with the five District/Borough Councils in Warwickshire, the Highways Agency, pedestrian groups and other stakeholders to promote and facilitate more walking in Warwickshire.

Due to the diversity of the factors affecting walking levels, the County Council will not be able to bring about an increase in walking on it's own. Delivery of the walking strategy objectives will require a wide range of actions from a variety of stakeholders, both to improve the environment for walking and to promote walking as a viable and attractive mode of transport. These include the District and Borough Councils, schools, employers, the health sector and public transport operators.

The availability of local services within walking distance is clearly a key factor influencing levels of walking. The new accessibility planning agenda will promote joint working from a wide range of organisations and service providers to locate key services and facilities where they are accessible by walking, cycling or public transport.

Other local organisations, which have an interest in walking, and a role to play in the implementation of the walking strategy include Sustrans (the sustainable transport organisation), British Waterways, Action 21 and campaign groups, such as the local branch of Living Streets. Consultation with the local community and interest groups is also essential when changes to the pedestrian environment are proposed.

Developing links with health organisations has become increasingly important now that the health benefits of walking as a physical activity are being more widely promoted.

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Walking to School

> ## Policy W 2
>
> The County Council will work with schools to encourage more walking for the journey to school.

Increasing the amount of walking to school has the potential to provide considerable benefits in terms of reducing congestion. Nationally, just over 1 in 10 cars on urban roads between 8am and 9am in term time is on the school run. Walking to and from school on a regular basis also provides children with a regular source of physical activity and helps contribute to a healthy lifestyle, as well as introducing good travel habits at an early age. Increasing walking for the journey to school requires a combination of physical and promotional measures, to address parent's concerns about safety and emphasise the benefits of walking to school.

We will:

- Improve the pedestrian environment in the vicinity of schools through the Safer Routes to School programme. Measures will include traffic calming, provision of crossing facilities, improvements to public footpaths and creation of new footways etc;
- Work with schools to develop School Travel Plans, setting out measures to reduce car use and promote walking and cycling;
- Work with schools to develop wider initiatives to encourage walking e.g. Walking Buses; and,
- Provide road safety education and training for school children.

Walking to Work

> ## Policy W 3
>
> The County Council will work with local employers to encourage more people to walk to work.

Whilst many people now commute long distances to work, a fifth of people in Warwickshire live within 2kms of their workplaces. However, many people choose to use their car for journeys to work, even for short distances. Promotional measures have perhaps the greatest role to play in encouraging walking to work. However, physical improvements may also be of benefit in some cases where there is a particular issue that may be deterring people from walking, such as the absence of a footway, or a road that is difficult to cross. Improving access to employment opportunities is a key element of the new accessibility planning agenda and of strategies aimed at reducing social inclusion. Accessibility planning is therefore likely to play a role in highlighting priorities for action.

We will:

- Improve pedestrian access to key employment areas through identifying and, where possible, addressing barriers to pedestrian access along routes where it is viewed that there is significant potential to increase levels of walking;
- Require new or expanding businesses to adopt a Travel Plan as part of the planning process, and encourage major local employers to adopt Travel Plans on a voluntary basis;
- Use planning policies to promote mixed use developments to reduce the need to travel and to locate employment where it is accessible on foot;
- Promote walking to work as part of TravelWise initiatives;
- Support national campaigns to encourage walking to work and raise the status of walking as a mode of transport; and
- Lead by example through further development of the WCC staff travel plan.

Walking to Retail and Leisure Destinations

> ## Policy W 4
>
> The County Council will work with others to create high quality and attractive pedestrian environments within town centres. We will also improve pedestrian access to town centres and other key retail and leisure destinations.

Town centres are focal points for pedestrian activity and an attractive street environment is important both in encouraging more walking and enhancing the 'liveability' of urban areas. Improving the quality of public spaces and enhancing the public realm are key elements of urban renewal and economic regeneration initiatives. In addition to improving the pedestrian environment within town centres, there is also a need to consider walking access *to* town centres and other key retail and leisure destinations, ensuring people can reach the wide range of service and facilities on offer. Ring roads and radial routes into town centres usually have high traffic volumes, which may sever some residential areas from town centres in terms of pedestrian access.

A number of Warwickshire towns are significant visitor destinations to the benefit of the local and national economy. It is important to consider the needs of visitors to reach historical, cultural and hospitality areas easily on foot from car parks and transport interchanges. Pedestrianised or pedestrian priority areas allow visitors to obtain greater enjoyment from their visit and provide businesses with opportunities to increase income.

However, town centres are no longer the only destination for retail and leisure trips, and there are a number of significant trip generators on the outskirts of urban areas, which are often difficult to access on foot. Local centres within the urban areas are also important for basic everyday services, particularly for those without access to a car.

We will:

- Work in partnership with District / Borough Councils and other bodies to enhance the public realm in the centres of Warwickshire's main urban areas to create an attractive and pedestrian friendly street environment;
- Increase the priority given to pedestrians in town centres. Where practical, investigate opportunities for further pedestrianisation schemes and road space reallocation to pedestrians in town centres;
- Improve pedestrian routes connecting trip generators and nodes of activity within town centres, such as rail stations and car parks;
- Improve pedestrian access into town centres from surrounding areas, giving particular attention to reducing barriers to walking and providing appropriate improvements along key routes;
- Identify and seek to address barriers to walking access to major retail and leisure developments outside of the town centre, where it is viewed that the opportunity exists to increase levels of walking by releasing significant suppressed demand; and
- Enhance the pedestrian environment in market towns and district centres through street scene initiatives and improvements to the attractiveness and safety of pedestrian routes and facilities.

Integration with Public Transport

Policy W 5

The County Council will improve pedestrian access to public transport services and work with operators to ensure that walking is treated as an integral element of public transport initiatives.

Walking forms a part of almost all journeys made by public transport and, when promoting greater use of public transport, there is a need to consider the whole journey, including the walking stage. It is generally accepted that people will walk up to 15 minutes to reach a train station and 7 minutes to reach a bus stop. Safety and personal security are particularly important considerations for walking journeys to public transport interchanges, together with directness.

We will:

- Improve pedestrian access to rail stations, bus stations, major bus stops and bus information points through identifying and, where possible, seeking to address barriers to walking along key routes;
- Encourage Network Rail and the Train Operating Companies to provide safe and attractive pedestrian access at rail stations, in accordance with the standards laid out in the Passenger Rail Strategy;
- Ensure that pedestrian links between train / bus stations and other key destinations within town centres are safe, well signed and adequately lit;
- Work with bus operators to design and locate bus stops in a way that facilitates easy access by all users;
- Ensure that new developments are planned to provide good pedestrian access to the public transport network, where appropriate;
- Provide suitable crossing facilities where required for access to key bus stops;
- Develop recreational self-guided walks that start and finish at public transport interchanges; and
- Develop public transport links to key recreational walking locations, e.g. country parks, Cotswold fringe.

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Pedestrian Crossings

> ### Policy W 6
>
> The County Council will provide safe and convenient pedestrian crossing facilities where they are most needed, and as close to pedestrian desire lines as possible.

Provision of suitable pedestrian crossing facilities is a key element in improving the pedestrian environment and access to local services, as busy roads can act as significant barriers to walking. This is particularly the case for vulnerable groups, such as the elderly, those with mobility impairments and children. Canals, rivers and railway lines can also cause severance issues. These physical barriers often result in longer journeys between residential areas and key trip generators, making them less conducive for undertaking on foot.

We will:

- Continue a programme of increasing the number of pedestrian crossing facilities in accordance with our pedestrian crossing policy (see below). As far as is possible, crossings will be provided on pedestrian desire lines.
- Provide pedestrian phases at traffic signal controlled junctions where appropriate, in accordance with DfT guidelines;
- Ensure that new crossing facilities are fully accessible to those with mobility or sensory impairments;
- Continue to introduce dropped kerbs to assist people when crossing the carriageway, particularly those with mobility impairments or pushchairs. Dropped kerbs and tactile paving will be installed as part of all new highway and footway maintenance schemes;
- Consider the provision of new pedestrian bridges where the opportunity exists to significantly increase levels of walking by addressing severance issues caused by canals, rivers and railway lines; and,
- Seek to improve at-grade crossings of trunk roads and other busy or fast roads which sever the urban area from the surrounding countryside, or which act as barriers to recreation and rural utility walking.

Background Information

Warwickshire County Council's Pedestrian Crossing Policy

The County Council's current policy on the provision of pedestrian crossings is based on the calculation of the degree of conflict between pedestrians crossing the road and the traffic flow.

Whilst these criteria are being retained as a base for considering the need for a new crossing, the policy is currently being reviewed to take into account additional factors such as the age and ability of pedestrians, speed and composition of traffic, waiting time to cross the road, and the accident record. These factors will help to assess the requirement for a crossing based on individual needs and, in particular, addresses the needs of vulnerable road users, such as the elderly, children, mobility impaired, blind and partially sighted and those with pushchairs.

The likely outcome of adopting these changes would be a greater priority being given to the provision of crossing facilities at locations frequented by children, elderly people and disabled people, and where traffic flows include a significant proportion of heavy goods vehicles.

Where a site does not meet the new criteria, consideration will be given as to whether the site meets other corporate objectives, such as the Safer Routes to School initiative, Local Safety Scheme, Traffic Management Scheme, etc.

Pedestrian crossing facilities

There are a number of different types of pedestrian crossing facilities that are introduced according to the traffic conditions, road type and pedestrian flow.

- Zebra crossings
- Puffin crossings
- Toucan crossings (for use by pedestrians and cyclists)
- Pegasus crossings (for use by pedestrians, cyclists and horse riders)
- Pedestrian phases at traffic signals
- Pedestrian refuges
- Footbridges and subways
- School crossing patrols

Footway and Urban Footpath Standards

Policy W 7

The County Council will ensure that footways and urban footpaths are designed and maintained to a good standard, giving particular attention to the key routes for pedestrians within maintenance regimes. We will aim to reduce impediments on footways to ensure easy access by all users.

The condition of footways and footpaths can influence people's decisions on whether to choose to walk for local journeys, particularly elderly and mobility-impaired people. Consultations have revealed that footway maintenance is an important concern amongst local people. It is estimated that there are 4000km of footways (not including public footpaths) in Warwickshire, and these are maintained in accordance with the policies and standards laid out in the Highway Maintenance strategy. Public footpaths are maintained by the County Council's Countryside Recreation section and are not covered by the Highway Maintenance Strategy.

It is not only maintenance that affects the quality of footways and of the pedestrian experience. Pavement obstructions, such as illegal pavement parking, street clutter and excessive signage can make walking difficult, particularly for mobility impaired people and people with pushchairs.

We will:

- Ensure that the needs of pedestrians are given high priority within highway maintenance programmes;
- Prioritise the key pedestrian routes to town centres, retail and leisure areas, schools, major employment areas and public transport interchanges within inspection and routine maintenance programmes;
- Ensure that emergency footway and urban footpath defects are repaired quickly and efficiently;

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- Seek to co-ordinate street works to minimise impact on pedestrians;
- Seek to reduce obstructions on key pedestrian routes, such as street clutter, excessive signage and overgrown vegetation;
- Ensure that any works to improve footways and urban footpaths take into account the needs of people with mobility or sensory impairments; and
- Design new footways in accordance with the Design Manual for Roads and Bridges, or in the case of new developments, in accordance with the County Council's guidelines Transport and Roads for Developments.

Safety and Security

Policy W 8

The County Council will work in partnership with others to improve safety and personal security for all pedestrians.

Whilst improving safety is implicit in many of the walking strategy policies, this policy is specifically concerned with reducing pedestrian road casualties and improving personal security. Road safety improvements for pedestrians will primarily be delivered through implementation of Warwickshire's Road Safety Strategy. Reducing the number of children injured on the roads is a key focus of that strategy.

Improving personal security for pedestrians and reducing fear of crime will require a combination of wider actions involving a number of partner organisations.

We will:

- Seek to reduce pedestrian road casualties by implementing the Road Safety Strategy, using education, engineering and enforcement;
- Ensure that road safety audits carried out on new highway schemes as part of the Road Safety Strategy pay particular attention to the safety of pedestrians and people whose mobility is impaired;
- Carry out pedestrian audits on new highway schemes using a checklist of considerations for pedestrian provision;
- Work in partnership with Warwickshire Police, District / Borough Councils and the local community to reduce crime and fear of crime where this is a deterrent to walking;
- Upgrade street lighting in priority locations to help improve safety and to reduce crime and fear of crime;
- Improve road safety for recreational walkers through implementation of the CAROWIP, and in particular through utilisation of verges and behind-the-hedge schemes.

Planning and New Developments

Policy W 9

The County Council will encourage measures that enable good accessibility by pedestrians to, from and within new developments and, where appropriate, secure funding from developers towards wider improvements to the pedestrian network.

Land use planning has a central role to play in reducing the need to travel and encouraging more walking. Current land use planning policies aim to reverse the trend for longer journeys and ensure that walking is considered as a prime means of access to new developments. The County Council, as Highway Authority, is consulted by District and Borough Councils on the transport implications of planning applications and can recommend measures to minimise any adverse affects on traffic flows.

We will:

- Encourage the location of new development where it is conveniently accessible by walking and other sustainable modes of transport, consistent with the policies of the Structure Plan.
- Promote mixed use, high-density developments to reduce the need to travel;
- Require that new developments are designed to encourage walking within the site and provide for the needs of mobility impaired people, through adhering to the County Council's 'Transport and Roads for Developments' guidance document;
- Ensure that new developments do not sever existing walking routes or result in a net loss of network for pedestrians;
- Seek to maximise contributions from developers towards improvements to pedestrian facilities and promoting walking, both on and off site;

- Require the adoption of Travel Plans for new developments over a certain size, in accordance with the County Council's Practice Note for Developers (May 2003); and
- Where appropriate, seek developer contributions to fund new recreational walking routes and improve existing routes for recreational walkers both within the development site and linking to the wider network.

Recreational Walking

Policy W 10

Warwickshire County Council will develop, support and promote opportunities for recreational walking in the County.

The County's Rights of Way network covers over 1,700 miles of public footpaths and bridleways, which together with canal tow paths, Greenways and quiet rural lanes, provide an important recreational asset. The rights of way network is in generally good condition, although significant investment is required to maintain current levels of accessibility. Whilst much of the network is rural, it links communities, can provide an alternative to walking on roads and verges making utility journeys possible and more pleasant and provides access from urban and urban fringe areas into adjoining countryside. Paths through open spaces in urban areas are often used for utility journeys as well as for leisure.

Superimposed on this basic network is an expanding range of promoted walks and trails, from long distance paths to short circular walks and easy access trails, suitable for all.

We will:

- Continue to organise, promote and host events and activities that encourage recreational walking and local tourism, such as the country parks events programme and the Warwickshire Walking Festival.
- Promote walking at country parks and other attractive countryside locations within Warwickshire and support the routes identified in the Countryside Access and Rights of Way Improvement Plan (CAROWIP);
- Provide accurate and high quality information on recreational walking in the county;
- Work to develop opportunities for walking in parks, open spaces and along green corridors such as canal towpaths and disused rail lines, both within rural and urban locations;
- Maintain and improve the path network, protecting the existing networks and ensuring they evolve to fit the requirements of the 21st century. Work to ensure that the network is available and free from obstructions;
- Explore the integration of key parts of the surfaced road network into the recreational walking network where appropriate e.g. use of verges;
- Work closely in partnership with parish councils, community and user groups through the Parish Paths Partnership scheme, training and supporting volunteers as part of this scheme;
- Encourage participation in recreational walking amongst hard-to-reach sections of the community; and
- Support the development of a network of health walks across the County and develop and promote the use of easy access and sensory trails.

Education and Promotion

Policy W 11

The County Council will raise public awareness of the benefits of walking as a viable, healthy and attractive mode of transport and recreational activity.

Improving the walking environment is important but persuading people to walk more will also require effective education and promotion to raise awareness of the benefits of walking and of the need to reduce car use. Health improvement is a key motivation for walking and as such should feature prominently in promotional campaigns, alongside other benefits such as cost savings and more reliable journey times. Each of the benefits of walking will be of varying importance to different groups and individuals, and it is therefore important to target promotional initiatives accordingly.

We will:

- Seek to develop joint initiatives with the health sector to promote the health benefits of walking in order to meet the twin goals of health improvement and reducing car journeys;
- Ensure that walking is promoted within School and Company Travel Plans;

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- Support national campaigns to encourage walking, such as National Walk to Work Day, National Car Free Day and TravelWise week;
- Initiate local campaigns and events to promote walking for both utility journeys and for leisure;
- Provide good quality and up to date information on local walking opportunities and other relevant matters; and
- Research best practice on 'soft measures' to inform future promotional initiatives.

Action Plan

The very nature of walking as a mode of transport means that initiatives to encourage more walking extend beyond the remit of transport, and are an element of the work of a diverse range of agencies and bodies. Policies on health, regeneration, leisure and tourism all have a role to play in both physically improving the walking environment and promoting the benefits of walking. Partnership working, particularly with the five District/Borough Councils in Warwickshire, is therefore key to the delivery of the Walking Strategy.

Improving conditions for pedestrians and encouraging more walking in order to help reduce congestion, improve air quality and improve accessibility are underlying objectives of the Local Transport Plan and elements of a number of the strategies that constitute the LTP. Many of the Walking Strategy policies will therefore be delivered through the following strategies:

- Safer Routes to School/School Travel Plans Strategy;
- Road Safety Strategy;
- Highway Maintenance Strategy;
- Encouraging Behavioural Change Strategy;
- Land Use and Transportation Strategy; and
- Accessibility Strategy.

The Walking Strategy sets out a long-term plan for encouraging walking in Warwickshire and many of the actions listed in the main body of the strategy are ongoing or long-term. However, Table 22.2 describes how each of the policies will be delivered over the next five-year LTP period, either through the implementation of the strategies listed above or through additional measures specific to the Walking Strategy.

It is our intention to review the Walking Strategy Action Plan as part of the production of the next LTP.

Walking Strategy Action Plan 2006–2011		
Policy	**How will this policy be delivered?**	**Additional actions**
Walking to school	Safer Routes to School / School Travel Plan Strategy Road Safety Strategy	
Walking to work	Changing Travel Behaviour Strategy Land Use and Transportation Strategy Accessibility Strategy	Carry out audits to identify barriers to walking along key routes to major local employment areas and implement priority improvements.
Walking to retail and leisure opportunities	Accessibility Strategy Land Use and Transportation Strategy	Further enhance the pedestrian environment in the main town centres through: ○ Schemes supporting the Rugby Business Improvement District; ○ Schemes developed from the Nuneaton and Bedworth Town Centres master plans; ○ Schemes to support Stratford Waterfront master plans, Bridge Street and High Street proposals ○ Warwick Town Centre scheme and Market Square review ○ Leamington Parade safety improvements ○ Kenilworth Town Centre redevelopment Carry out audits to identify any barriers to walking along key routes to town centres and major retail / leisure areas and implement priority improvements.

Walking Strategy Action Plan 2006–2011		
		Develop initiatives to improve the pedestrian environment in market towns. Undertake an audit to establish how many District Centres there are in the county, their current condition for pedestrians and their needs.
Integration with public transport	Passenger Rail Strategy Public Transport Strategy Public Transport Interchange Strategy Bus Strategy Accessibility Strategy	Carry out audits of pedestrian access to all rail stations and develop prioritised programme of improvements.
Pedestrian crossings		Continue a programme of implementing new pedestrian crossings where they are needed, in accordance with the Pedestrian Crossing Policy. Implement a programme of priority improvements to road crossings on key pedestrian routes, through reviewing walking routes to town centres, work places, public transport interchanges and key recreational routes. Provide information for the public on the safe use of different crossing facilities. Maintain programme of installing dropped kerbs and tactile paving.
Footway and urban footpath standards	Highway Maintenance Strategy Countryside Access and Rights of Way Improvement Plan	Review maintenance standards for footways and urban footpaths as part of production of Transport Asset Management Plan. Establish the key routes for walking which will be given the highest priority in maintenance regimes. Seek to remove excessive street clutter along the key walking routes to town centres, employment areas and public transport interchanges.
Safety and security	Road Safety Strategy	Implement lighting improvement schemes in areas where it has been identified that there is a high night time crime rate and / or fear of crime.
Planning and new developments	Land Use and Transportation Strategy Changing Travel Behaviour Strategy	Develop formal pedestrian audit checklist for use on new developments and highway schemes. Investigate ways in which accessibility planning agenda can be used to identify walking improvements. Update design guidance for pedestrian provision within new developments.
Recreational walking	Rights of Way Improvement Plan	Continue with and develop the 'Walks and Events' programmes. Host an annual walking festival. Develop and publish entry-level routes e.g. easy waterside walks. Provide information points at key rural settlements. Develop new and existing greenways. Develop a recreational trail through the Avon valley between Stratford and Warwick. Measure before and after usage on new recreational walking schemes/projects.

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Walking Strategy Action Plan 2006–2011		
		Measure attendance at Walking Festival and "Walks and Events" programmes.
Education and promotion	Road Safety Strategy Changing Travel Behaviour Strategy	Investigate ways in which the County Council can work in partnership with health sector to promote walking. Further develop walking web pages on the Warwickshire web. Research best practice on 'soft measures' to inform future initiatives.

Table 22.2 Action Plan

Monitoring the Walking Strategy

The County Council has considered the issue of setting an overall target for increasing the amount of walking within Warwickshire. However, levels of walking are acknowledged as very difficult to measure and there is no satisfactory method of monitoring walking.

It has therefore been decided that an overall target for increasing levels of walking is not appropriate and that we will measure progress with implementing the walking strategy against a range of performance indicators. These are listed in the table below.

Performance Indicator	Data source
Number of children walking to school	Annual travel surveys
Number of people walking to work	Annual travel surveys at companies with Travel Plans
Number of people walking into town centres	Biennial cordon counts in main towns
Footway condition (BV187) – percentage of footway network where structural maintenance should be considered.	Best Value monitoring
Number of footpaths and Rights of Way easy to use by the public (BV178)	Best Value monitoring

Table 22.3 Indicators

AGENDA MANAGEMENT SHEET

Name of Committee	**Cabinet**
Date of Committee	**23rd February 2006**
Report Title	**Draft Regeneration and Competitiveness Strategy 2006-2010**

Summary

The vision of the Department's new Strategy is "to create a sustainable and vibrant local economy which promotes employment and prosperity for all". It is based on three strategic objectives:-

1. To improve the competitiveness of the local economy.

2. To provide clear leadership and influence.

3. To build community capacity to reduce social exclusion and embed sustainable regeneration.

For further information please contact

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Would the recommended decision be contrary to the Budget and Policy Framework?

~~Yes~~/No

Background Papers

Advantage West Midlands – Regional Economic Strategy.
Government Skills White Paper.
PTES Research Unit Analysis - 2004 Index of Multiple Deprivation.
Report for Overview and Scrutiny Seminar 2005 - The future of the automotive industry in Warwickshire.
Warwickshire Strategic Plan.
PTES Research Unit - Quality of Life Report.

CONSULTATION ALREADY UNDERTAKEN:-   *Details to be specified*

Other Committees

[X] Economic Development Overview and Scrutiny Committee - 26th January 2006.

Local Member(s)
(With brief comments, if appropriate)

[X] Councillor P Barnes
Councillor M Jones   } for information
Councillor P Morris-Jones

Warwickshire
County Council

Other Elected Members	☐	....
Cabinet Member (Reports to The Cabinet, to be cleared with appropriate Cabinet Member)	☒ X	Councillor C Saint - comments incorporated in the report.
Other Cabinet Members consulted	☐	....
Chief Executive	☐	....
Legal	☒ X	I Marriott – agreed.
Finance	☐	....
Other Chief Officers	☒ X	Further to discussion at COMT subsequent one to one discussions almost complete, with positive responses so far.
District Councils	☒ X	Positive responses received to date.
Health Authority	☐	....
Police	☐	....
Other Bodies/Individuals	☒ X	Presentation given to Coventry, Solihull and Warwickshire Partnership (CSWP) which had a positive response; Chamber response gave supportive comments; others consulted included LCS, Job Centre Plus, Connexions, Universities and Advantage West Midlands (AWM).

FINAL DECISION   ~~YES~~/NO   *(If 'No' complete Suggested Next Steps)*

SUGGESTED NEXT STEPS :

Details to be specified

Further consideration by this Committee	☐	....
To Council	☒ X	14th March 2006.
To Cabinet	☐	....
To an O & S Committee	☐	....
To an Area Committee	☐	……………………………………………………………
Further Consultation	☐	....

Warwickshire County Council

Cabinet - 23rd February 2006

Draft Regeneration and Competitiveness Strategy
2006-2010

Report of the Strategic Director of
Environment and Economy

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Recommendation

That Cabinet agrees with the draft Regeneration and Competitiveness Strategy 2006–2010 and recommends its adoption.

</div>

1.   Introduction

1.1   The current Strategy runs to the end of 2005 and has helped maintain a strong economy across the County and address areas of deprivation. Following a Best Value Review during 2004 we have commissioned research, gathered intelligence and undertaken analysis to determine the direction a new strategy should take. This has included the latest deprivation figures; a review of the automotive sector, the Governments Skills White Paper; the Treasury drive to see Regional Development Agencies focus more on competitiveness; and the impact of globalisation. The Strategy also takes into account the key issues revised by partners during the production of the County Strategic Partnership Plan.

1.2   The County is clearly performing well in the regional context but is less robust when measured against a number of national indicators and in particular when benchmarked against Counties and Districts to the immediate south and east. The new Strategy will build on the success to date but will also be informed by a need to acquire the attributes of growth areas such as the south east; to anticipate, accommodate and imaginatively respond to funding challenges; to significantly develop the skills base; build and embed capacity to sustain regeneration; focus on innovation and enterprise in securing a competitive edge, and using this to drive local regeneration; and to encourage working across administrative and organisational boundaries.

2.   The Strategy

2.1   The draft Strategy is attached at **Appendix A** the draft 1st year Action Plan is attached at **Appendix B.**

2.2   In line with the Council's Corporate Objective, the vision of the Strategy is to "create a sustainable and vibrant local economy which promotes employment

and prosperity for all". To do this we will create an environment in which businesses are able to innovate, create and sustain jobs; residents are encouraged to learn, acquire skills and competencies, and enhance their employability; and those experiencing deprivation and disadvantage are given targeted help. This reflects the four Pillars of the Regional Economic Strategy, the priority objectives of the Jobs, Skills and Learning theme of the County Strategic Plan, and key elements of the County Council's Vision in which it is recognised as a community leader with a focus on the citizens of Warwickshire.

2.3 Our Strategic Objectives are:-

Improve the Competitiveness of the Local Economy – with a focus on:-

(i) Establishing and implementing a Countywide Employment and Skills Strategy to help shape and drive our future organisational plans and activities.

(ii) Developing the knowledge driven employment sectors, and an enterprise and entrepreneurial mindset in schools, communities and business.

(iii) Providing premises to overcome market failure.

(iv) Working with partners to develop the skills, competencies and qualifications of the workforce.

Provide Clear Leadership and Influence – with a focus on:-

(i) Ensuring our economic performance is benchmarked against the best with a particular focus on embedding activities more closely with the south east region – the UK's engine of growth.

(ii) Work with departments in the Council to secure additional economic and social benefit, ensuring that we influence other strategies appropriately.

(iii) Ensuring effective co-ordination and communication of the support available to business and residents in the County.

Build Community Capacity to Reduce Social Exclusion and Embed Sustainable Regeneration – with a focus on:-

(i) Improve employability skills and support confidence building measures amongst those living in the most deprived areas and the most disadvantaged groups so that they can secure better paid jobs.

(ii) Use our resources and interventions to act as pump priming in the most deprived areas to secure sustainable regeneration.

(iii) Ensure that increasing numbers of residents can make a contribution to and gain from economic growth.

Warwickshire County Council

2.4   An outline first year Action Plan supports the delivery of the Strategy and success will be measured in terms of a number of key indicators most of which are targets in the County Strategic Plan. These include regional ranking for Gross Value Added, deprivation indices, average incomes, and skill levels.

3.   Conclusion

3.1   The draft Strategy provides a clear rationale and framework for measures to improve competitiveness within the County and to target sustainable regeneration activities to those areas of greatest need.

JOHN DEEGAN
Strategic Director of Environment and Economy
Shire Hall
Warwick

9th February 2006

Warwickshire
County Council

Cabinet - 23rd February 2006

Draft Regeneration and Competitiveness Strategy 2006-2010

Basic Principles

1.   Our strategy will aim to deliver the Council's vision and objectives for the economy developed in conjunction with partners, communities and stakeholders and will focus on:

(i)   Improving performance.
(ii)   The need to adapt to continual change.
(iii)   Providing community leadership for Warwickshire.
(iv)   Working in partnership.
(v)   Maintaining ownership at the local level.

2.   Our Strategy has been prepared in the context of the regional and sub regional economic strategies and informed by the Warwickshire Strategic Partnership Plan. We will work with Advantage West Midlands and partners through the Coventry Solihull and Warwickshire Partnership on delivering these, to ensure that Warwickshire takes best advantage from being within the West Midlands Region.

3.   The south-east drives economic performance in the UK and we will reflect this in our activities in both geographical and sectoral terms.

4.   Our regeneration policies and actions will be sustainable and will be based on the best and most up to date economic intelligence.

5.   Programmes we undertake will focus on activities supporting the development of the economy, through economic regeneration, developing the visitor economy, including tourism and building the skills of our workforce to meet the present and future needs of the economy.

Context and Issues

1.   The Warwickshire economy has witnessed considerable improvement over the last decade as evidenced by growth in GVA. Linked to this improvement eligibility for European Union (EU) structural funds has diminished as the EU's focus for structural funds investment moves towards the emerging economies of Eastern Europe. We will be challenged to secure large scale EU funding for capital investment and receive support on the scale that we've enjoyed in the past. There are however other EU funding opportunities that will require different types of working and partnership than we've been used to in the past but we are increasingly well placed and experienced in the new skills required.

2.   Traditional manufacturing will continue to see job losses in the face of increased competition from China, India and South Asia.

3.   There will be a need to identify and support those manufacturing sub sectors that offer the best potential for quality jobs and sub regional added value and we must recognise and support those service sectors that offer potential for job growth.

4.   We will need to use those development sites identified in the Regional Spatial Strategy and Warwickshire Structure Plan to attract the cutting edge technologies that will benefit the wider sub regional economy.

5.   Different parts of the county face different challenges and so support will need to be targeted so as to respond to the needs of localities, sectors and communities, including rural and urban needs.

Strategic Context

1.   The Strategy fits with a series of other strategies and policies relating to the economy of the sub region and its relationship to these is sketched in the diagram of "nesting " strategies set out below. We do however note that the period up to April 2007 will see both a review of the Regional Economic Strategy, as well as a new regional basis for the delivery of business support.

2.   The County Council's vision is for "a vibrant local economy which promotes employment and prosperity for all." To do this we must create an environment in which businesses are able to innovate, and to create and sustain jobs; residents are encouraged to learn, acquire skills and competency to enhance their employability; and help is targeted to those experiencing deprivation and disadvantage.

3.   This vision reflects the four Pillars of the Regional Economic Strategy: -

      (i)   Developing a diverse and dynamic business base.
      (ii)   Creating the conditions for growth.
      (iii)   Regenerating communities.
      (iv)   Promoting a learning and skilful region.

4.   The vision also reflects the priority objectives of the Jobs, Skills and Learning theme of the County Strategic Plan as set out in Table 1 below: -

---

Table 1: Priority Objectives of the Jobs, Skills and Learning Theme of the Warwickshire Strategic Partnership Plan are to: -

- Support business to grow with particular emphasis on growth of higher added value business, particularly in areas of under representation.
- Create a more diversified economy.
- Provide relevant and accessible training to businesses to assist in re-skilling and up-skilling the workforce.
- Improve basic skills in the most deprived areas of the County and in under-represented groups.
- Reduce the number of economically inactive residents by helping those who would want to work secure work.
- Provide learning opportunities and careers advice to people to make informed career choices about the jobs likely to be available to them.

Warwickshire County Council

Diagram 1: -Nesting Strategies, the Strategic Context for the Development of Warwickshire's Economy

Warwickshire County Council
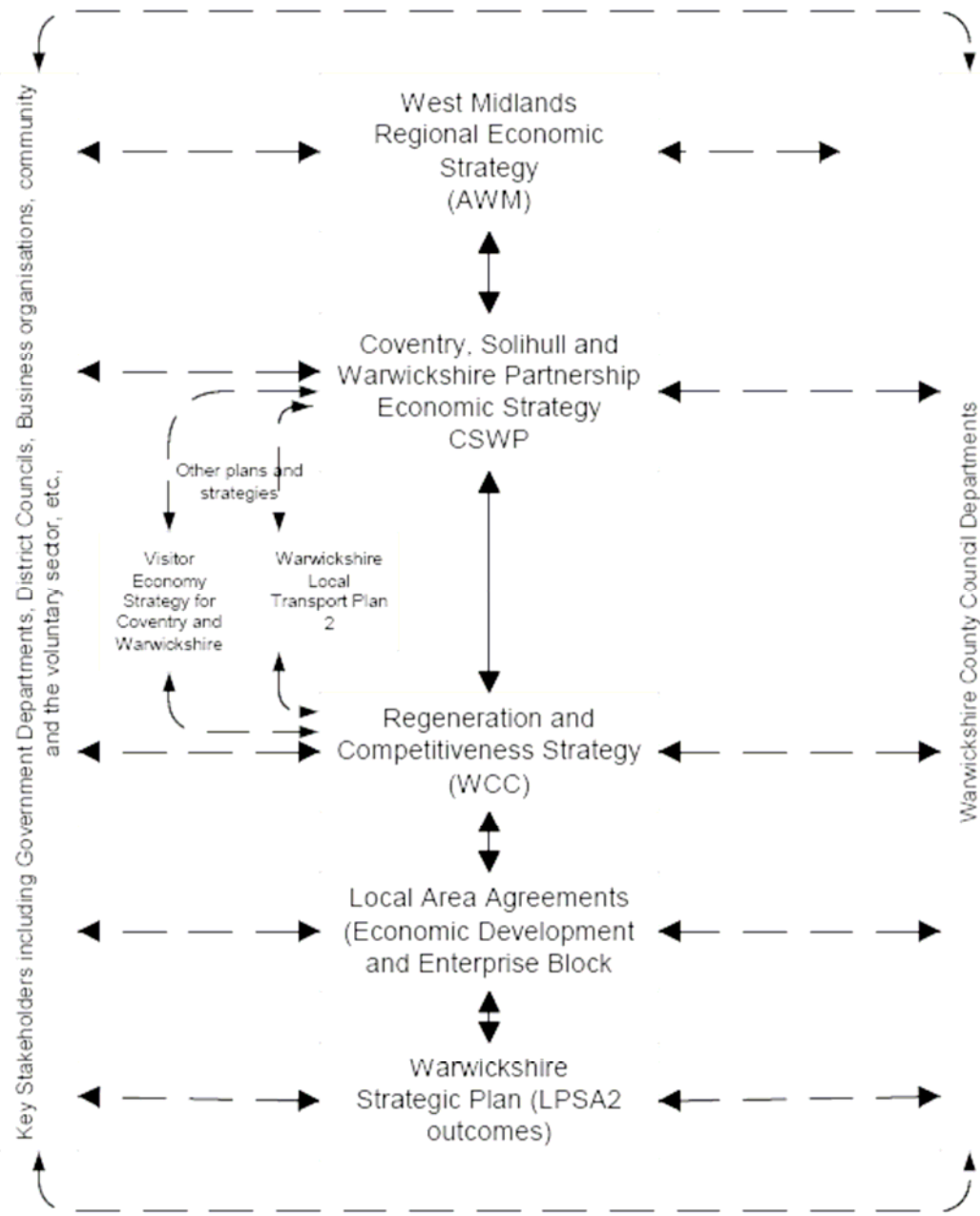
Strategic Aims of our Regeneration and Competitiveness Strategy

1.   **Our strategic aims are to**:-

      (i)   Improve competitiveness.
      (ii)   Provide leadership and influence.
      (iii)   Reduce exclusion by growing community capacity.

2.   The new Strategy will build on work we have done to date that has contributed to significant improvements in the local and sub regional economies, which are now performing well above the regional average.

3.   We will measure our performance against an annual action plan and will re evaluate our priorities and actions each year.

4.   We recognise that to achieve sustainable economic growth we will need to maximise the potential of our resource base. This includes land and premises, agency support, finance, the labour force and entrepreneurship.

5.   We will seek to ensure that everybody benefits from the growth of our economy including those on the margins of the community.

6.   We recognise that improving educational achievement and skills central to achieving the vision and that better links are needed between the education and training agendas with those of regeneration and competitiveness. The Council will be working with the Learning and Skills Council, Chamber Business Link and employers to ensure that the Council's policies and actions towards skills workforce and employment development meet our economic development objectives and improve the qualities of the workforce of Warwickshire.

7.   The Council will seek innovation in its activities and delivery of services in support of the economy and build on the good practice already established in a number of key areas including:-

      (i)   Opportunities Centres (Regeneration Zone and Rugby).
      (ii)   Pride in Camp Hill.
      (iii)   Bayton Road industrial Estate Hub.
      (iv)   Business Improvement District (BID) national pilot in Rugby Town Centre.
      (v)   The strategic business support package with Business Link.
      (vi)   Establishing a clear framework for producing external funding applications for regeneration.
      (vii)   Provision of environmental advice to business
                Stratford Waterfront Masterplan.
      (viii) The Eliot Park Innovation Centre in Nuneaton.
      (ix)   The Building Sustainable Neighbourhoods project.
      (x)   The Equal project arising out of our work on Work Life Balance.
      (xi)   The development of the visitor economy.
      (xii)   Attracting new high value-added investment to the County.

Warwickshire County Council

Our Strategic Objectives are to:

A.   **Improve the Competitiveness of the Warwickshire Economy by: -**

   (i)   Work with partners to establish an employment and skills strategy for the county.

   (ii)   Attracting and supporting an increase in the proportion of businesses in the knowledge driven employment sectors.

   (iii)   Encouraging and supporting the development of new products, processes and technology amongst business with a special focus on environmental technology (including those related to climate change), performance engineering and medical technology.

   (iv)   Supporting and encouraging enterprise, and entrepreneurism amongst young women, BME communities and the business community at large to secure increased business start up and their longer term sustainability.

   (v)   Working with partners to make sure that the workforce has the skills, competences and qualifications to meet the changing demands of a growing competitive economy; and employers adopt good work practices to secure, develop and retain their workforce.

   (vi)   Working with strategic and local partners to secure the best economic and labour market intelligence that is available so that informed decisions can be made by employers, employees and school leavers.

   (viii) Working with partners to understand and manage structural change in the economy, and the drivers of high performing regions.

   (ix)   Providing premises to overcome market failure and thereby ensure business start up and growth can be accommodated, particularly in areas of limited local job opportunities.

   (vi)   Sustaining the viability of our town centres.

   (x)   Supporting market towns renaissance and rural diversification.

   (xi)   Ensuring that the Warwickshire environmental and transport infrastructure are managed to facilitate business growth through improved accessibility, distribution, community safety and visual image.

   (xii)   Developing and implementing a visitor economy strategy and tourism action plan, supporting rural diversification.

Warwickshire
County Council

B. **Provide Clear Leadership within the Regional and Sub Regional Economy and Exert Influence with our Partners by:-**

(i)   Work with partners such as the Chamber and CSW to undertake an "environmental scanning" role and lobby on strategic issues affecting the economic vitality of the area.

(ii)   Helping to shape regional and sub regional strategies and future funding programmes so as to help maximise external funding for County projects.

(iii)   Ensuring unique Warwickshire and sub regional characteristics are recognised as distinct from the rest of the West Midlands.

(iv)   Working with internal and external funding partners to shape programmes relevant for County needs.

(v)   Seeking to ensure that the Council acts as an exemplar in recruitment, skills development and training, working practices, and purchasing policies.

(vi)   Developing a local toolkit to assess and, where appropriate, secure added value from partnership working

(vi)   Ensuring our economic performance is benchmarked against the best with a particular focus on embedding activities more closely with the south east region – the UK's engine of growth.

(vii)   Developing inter Departmental working across the County Council to secure additional economic and social benefit, ensuring that we influence other strategies appropriately, and can develop a world class workforce.

(viii) Identifying and promoting best practice in economic regeneration.

(ix)   Ensuring effective co-ordination and communication of the support available to business and residents in the County.

(x)   Securing maximum support through Advantage West Midlands and the European Union, as well as other funding opportunities.

(xi)   Ensuring a property portfolio to support individual business development, and work with partners to secure development sites that support economic diversification and attract high technology relocations and expansions.

(xii)   Promoting and, where appropriate, leading on flagship renaissance projects.

Warwickshire
County Council

C.   Build Community Capacity to Reduce Social Exclusion and Embed Sustainable Regeneration by:-

(i)   Working with others to ensure that those in disadvantaged groups and locations secure opportunities to access training and employment.

(ii)   Improving employability skills and support confidence building measures amongst those living in the most deprived areas and the most disadvantaged groups so that they can secure better paid jobs.

(iii)   Promoting the adoption of good work life balance employment practices by employers across the County.

(iv)   Using our resources and interventions to act as pump priming in the most deprived areas to secure sustainable regeneration.

(v)   Ensuring that increasing numbers of residents can make a contribution to and gain from economic growth across the County through community learning and enhanced educational attainment.

(vi)   Reviewing and developing the infrastructure necessary to support and grow the social enterprise and voluntary sectors.

Conclusion

The implementation of this strategy will help to deliver the County Council's corporate business plan objectives of: -

Improving levels of prosperity for all across the whole of Warwickshire
Increasing sustainable employment opportunities
Improving the employment potential of Warwickshire's residents.

Through monitoring our performance and benchmarking against others we will track our successes and achievements in implementing our strategy over the next 4 years.

Warwickshire
County Council

Cabinet - 23rd February 2006

Draft Regeneration and Competitiveness Strategy 2006-2010

Action Plan

Key Tasks

1.   Progress plans with partners for "themed" Major Employment Sites, especially Ansty (Medipark) and Stoneleigh Park (land-based industries).

2.   Commission business start-up facilities at CBC 3 and SFWBC 3.

3.   Town Centres:-

   (i)   Deliver first phase of Nuneaton & Bedworth Town Centres' Master Plan.

   (ii)   Roll out BIDS concept in selected town centres e.g. Leamington.

   (iii)   Commitment to look at regeneration of other Town Centres e.g. Kenilworth.

   (iv)   Support and develop town centre champion roles for Nuneaton and Bedworth, Leamington, Warwick and Kenilworth.

4.   Progress Stratford Waterfront flagship project and support the Complete Works of Shakespeare festival.

5.   Develop and deliver niche business support services meeting local needs. Council priorities and complementing new regional development s of Business Link.

6.   Facilitate support to help the creation and growth of social enterprises.

7.   Work with Partners to support Market Towns and address programme succession issues, including continuing engagement with former mining communities

8.   Support rural services and partnerships including the CWS Rural Forum, the Rural Hub, Market Town partnerships, and address the needs of rural areas.

9.   Implement a retail support and environmental improvement programme for priority neighbourhoods in Nuneaton and Bedworth.

10.   Ensure continuation of business support under the new Regional agenda.

11.   Resolve future of Bayton Road HUB business resource centre.

Warwickshire
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12. Develop a county wide Employment and Skills Strategy and put in place related organisational changes as a consequence of modernisation agenda.

13. Continue to invest and innovate on ways of ensuring hardest to reach groups are enabled to develop appropriate skills and training, and supported into new employment opportunities, in particular across Nuneaton and Bedworth and North Warwickshire Districts through further development of the PEP and Recruitment Now employment partnerships.

14. Consolidate construction Training Opportunities Centres including new facility at Rugby.

15. Implement Visitor Economy Strategy and Action Plan.

16. Consolidate WCC involvement in tourism and engagement in opportunities presented by the Olympics.

17. Develop and deliver a programme of inward investment promotion designed to secure new investments in Warwickshire in the priority clusters and to take advantage of other emerging opportunities.

18. Pride in Camp Hill:-

    (i) Deliver Phase 2 Village Centre including construction of new community centre.

    (ii) Agree funding strategy for Phase 3 with AWM and English Partnerships.

    (ii) Support to construction of industrial units at Midland Quarry.

19. Seek longer term funding for Building Sustainable Neighbourhoods, within context of its contribution to localism and the County's modernisation agenda.

20. Maximise opportunities to attract external funding for economic development and regeneration activities by leading engagement in CNRZ, EU programmes and work with sub regional partners on Corridors and Clusters activity.

21. Undertake market research, consultation and performance monitoring to inform our activities and policies, and to improve the effectiveness and efficiency of our services.

    This Action Plan may need adjustment in the light of budget decisions and preparations for the Local Area Agreement.

Warwickshire
County Council

AGENDA MANAGEMENT SHEET

Name of Committee	**The Cabinet**
Date of Committee	**23rd February 2006**
Report Title	**Adoption and Children Act 2002 – Special Guardianship**

Summary

This report outlines the introduction of Special Guardianship Orders being introduced from 30th December 2005 as part of the Adoption and Children Act 2002. It proposes that Special Guardianship Orders provide for some children an appropriate permanency option in addition to Adoption and Residence Orders. It also proposes a policy that support to carers applying for a Special Guardianship Order mirrors the current schemes for Adoption and Residence Orders.

For further information please contact:

Chris Hallett
Head of Children's Services
Tel: 01926 412494
chrishallett@warwickshire.gov.uk

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

No

Background papers

- Adoption and Children Act 2002
- Cabinet report 20th October 2005

CONSULTATION ALREADY UNDERTAKEN:-   Details to be specified

Other Committees	☐	……………………………………………………………..
Local Member(s)	☐	……………………………………………………………..
Other Elected Members	☒	O&S Spokespersons for information: Cllr Helen McCarthy Cllr Richard Grant – *"supports the proposal"* Cllr Jill Dill-Russell

Cabinet Member	☒	Cllr Izzi Seccombe – *"agree report for Cabinet"*
Other Cabinet Members consulted	☒	Cllr Peter Fowler
Chief Executive	☐	……………………………………………………..
Legal	☒	Jane Pollard / Victoria Gould / Richard Freeth – comments incorporated in the report
Finance	☒	David Clarke, Strategic Director of Resources – *"fine"*
Other Chief Officers	☐	……………………………………………………..
District Councils	☐	……………………………………………………..
Health Authority	☐	……………………………………………………..
Police	☐	……………………………………………………..
Other Bodies/Individuals	☐	……………………………………………………..

FINAL DECISION **YES**

SUGGESTED NEXT STEPS: Details to be specified

Further consideration by this Committee	☐	……………………………………………………..
To Council	☐	……………………………………………………..
To Cabinet	☐	……………………………………………………..
To an O & S Committee	☐	……………………………………………………..
To an Area Committee	☐	……………………………………………………..
Further Consultation	☐	……………………………………………………..

Warwickshire
County Council

The Cabinet – 23rd February 2006

Adoption and Children Act 2002 – Special Guardianship

Report of the Strategic Director for Children, Young People and Families

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Recommendation:

That Cabinet agrees a policy to introduce support, including financial assistance, for Special Guardianship Orders that complements the existing schemes for adoption allowances and Residence Order allowances to enable some children and young people to be secured in permanency placements with their carers.

---

1.   Introduction

1.1   The Adoption and Children Act 2002 has had a phased introduction into legislation and this report outlines the significance of the introduction of Special Guardianship Orders for children which became law on 30th December 2005.

1.2   The significant changes of the Adoption and Children Act 2002 in relation to changes in adoption legislation were reported to Cabinet on 20th October 2005.

2.   Special Guardianship Orders

2.1   The Special Guardianship Order is a new order identified as 'a means to provide a legal status for children that offers greater security than long-term fostering but without the absolute legal severance from the birth family that stems from an adoption order'.

2.2   Thus the introduction of Special Guardianship Orders provides an opportunity to secure permanency for some looked-after children which would allow the Special Guardianship holder to be able to make the day-to-day decisions about the care and upbringing of the child. It is likely that some children in stable foster placements would be eligible for the foster carers to consider applying for a Special Guardianship Order. In addition it might be possible to support relatives to apply for a Special Guardianship Order as an alternative to the child becoming looked after by the local authority.

Warwickshire County Council

2.3   The legislation on Special Guardianship Orders also enables the provision of advice and guidance to applicants as well as financial support. This support is applicable when the local authority considers that such arrangements to be beneficial to the child.

2.4   It is proposed that Warwickshire's allowance and support mirror the scheme currently in place for the payment of adoption allowances and Residence Order allowances. The adoption and residence allowances are linked to the Fostering Network national rates at 75% of the fostering rate less child benefit as this can be claimed direct by the carer. The allowances are on a sliding scale linked to the age of the child, e.g. 0-4 year child allowance is £84.07 per week. This would allow for a consistent approach across all the types of permanency orders.

3.   Conclusion

3.1   The implementation of the Adoption and Children Act 2002 and the introduction of Special Guardianship Orders provides the local authority with the opportunity of securing permanency for some children outside of the care system where adoption might not be the best option. This would be particularly relevant for older children including those in stable long-term foster placements where the foster carer might wish to secure permanency for the child within their own family.

3.2   It should be the policy in Warwickshire to encourage and support foster carers where it is in the child's best interest to secure permanency including the option of Special Guardianship Orders.

MARION DAVIS
Strategic Director for Children,
Young People and Families

22 Northgate Street
Warwick

9th February 2006

Warwickshire
County Council

AGENDA MANAGEMENT SHEET

Name of Committee   **Cabinet**

Date of Committee   **23 February 2006**

Report Title   **Licensing Act 2003**

Summary   The duty to enforce the provisions of the Licensing Act 1964 was previously delegated to the Trading Standards Service. As this legislation has now been revoked, to discharge the Council's duty efficiently, the responsibility for the enforcement of sections 146 and 147 of the Licensing Act 2003 should be delegated to an appropriate Head of Service/Chief Officer and the Council's constitution amended accordingly.

For further information   Adrian Levett
please contact: Head of Trading Standards
                               Tel: 01926 414059
                               adrianlevett@warwickshire.gov.uk

Would the recommended   No.
decision be contrary to the
Budget and Policy
Framework?

Background papers   None

CONSULTATION ALREADY UNDERTAKEN:-   Details to be specified

Other Committees   ☐   ....

Local Member(s)   ☒   Not applicable

Other Elected Members   ☒   Councillor J Haynes – 'Noted'.
                                  Councillor D Shilton, Councillor M Doody

Cabinet Member   ☒   Cllr R Hobbs – "Report noted."

Chief Executive   ☐   ....

Legal   ☒   Ian Marriott - agreed

Finance   ☒   Paul Walsh, Financial Services Manager - agreed

Other Chief Officers   ☐   ....

Warwickshire
County Council

District Councils	☐	....
Health Authority	☐	....
Police	☐	....
Other Bodies/Individuals	☐	....

FINAL DECISION   YES

SUGGESTED NEXT STEPS: Details to be specified

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

Warwickshire
County Council

Cabinet - 23 February 2006

Licensing Act 2003

Report of the Director, Libraries, Heritage & Trading Standards

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Recommendation

That the Director of Libraries, Heritage and Trading Standards or his/her nominee be authorised to exercise the functions of the County Council in relation to offences concerning the sale of alcohol to children under the Licensing Act 2003 and that the Director of Performance and Development be requested accordingly to amend Paragraph 13 of Part 6, Section, Part 2 of the Constitution by replacing references to provisions of the Licensing Act 1964 with references to sections 146 and 147 of the 2003 Act.

---

1   Introduction

The Trading Standards Service had the delegated authority to enforce the provisions of the Licensing Act 1964 (as amended) in relation to the sale of alcohol to young people under the age of 18.

The anti-social implications of underage drinking are well reported, and the legislation existed to protect both the young people and the neighbourhoods in which they live.

The Licensing Act 1964 (as amended) covered a number of issues in relation to the sale of alcohol, including the sale of alcohol to persons under the age of 18.

The Licensing Act 2003 was introduced in 2003 and addresses a number of issues relating to licensable activities and the way in which licenses are issued. As well as amending the licensing system the new Act also addresses certain anti-social behaviour issues including the underage sale of alcohol.

Different sections of the Act came into force at various times throughout 2003, 2004 and 2005. On 24 November 2005 the final sections of the Act came into force, including sections 146 and 147 and the Licensing Act 1964 was repealed.

Warwickshire
County Council

2   Key Provisions of the Act Relevant to the Council's Duty

2.1   Section 154 of the Licensing Act 2003 places a duty on the weights and measures authority to enforce the provisions of sections 146 and 147 of the Act, so far as they relate to sales of alcohol made on or from premises to which the public have access.

Section 146 Sale of Alcohol to Children

This section makes it an offence for a person or a club to sell alcohol to an individual aged under 18

Section 147 Allowing the sale of alcohol to children

This section makes it an offence for any person knowingly to allow the sale of alcohol at a licensed premises to an individual under the age of 18.

Section 154 of the Act states that a weights and measures inspector may also authorise any person to make test purchases of alcohol.

2.2   Contravention of both sections 146 and 147 is an offence which carries the penalty of a fine not exceeding level 5 (£5000) on the standard scale. Breaches of section 146 may, as an alternative, receive an £80 fixed penalty notice by virtue of the Criminal Justice and Police Act 2001.

3   Action required by Cabinet

The duty to enforce the provisions of the Licensing Act 1964 was previously delegated to the Trading Standards Service. As this legislation has now been revoked, to discharge the Council's duty efficiently, the responsibility for the enforcement of sections 146 and 147 of the Licensing Act 2003 should be delegated to an appropriate Head of Service/Chief Officer and the Council's constitution amended accordingly.

NOEL HUNTER
Director, Libraries, Heritage & Trading Standards

Shire Hall
Warwick

26 January 2006

Warwickshire
County Council

AGENDA MANAGEMENT SHEET

Name of Committee	**Cabinet**
Date of Committee	**23 February 2006**
Report Title	**Food Standards Agency Audit Report**
Summary	The Food Standards Agency has recently conducted an audit of the Food Standards work conducted by the Trading Standards Service. The report was complimentary about the broadly based work in Warwickshire that involved stakeholders at many stages. No improvement plan was necessary.
For further information please contact:	Adrian Levett Head of Trading Standards Tel: 01926 414059 adrianlevett@warwickshire.gov.uk
Would the recommended decision be contrary to the Budget and Policy Framework?	No.
Background papers	None

CONSULTATION ALREADY UNDERTAKEN:-   Details to be specified

Other Committees	☐	....
Local Member(s)	☒	Not applicable
Other Elected Members	☒	Councillor J Haynes – "Noted." Councillor D Shilton, Councillor M Doody
Cabinet Member	☒	Councillor R Hobbs – "I approve the report and also congratulate the Trading Standards staff."
Chief Executive	☐	....
Legal	☒	Ian Marriott – comments noted
Finance	☒	Paul Walsh, Financial Services Manager - approved
Other Chief Officers	☐	....
District Councils	☐	....

Warwickshire
County Council

Health Authority ☐ ....

Police ☐ ..../...

Other Bodies/Individuals ☐ ....

FINAL DECISION   YES

SUGGESTED NEXT STEPS: Details to be specified

Further consideration by
this Committee ☐ ....

To Council ☐ ....

To Cabinet ☐ ....

To an O & S Committee ☐ ....

To an Area Committee ☐ ....

Further Consultation ☐ ....

Warwickshire
County Council

Cabinet - 23 February 2006.

Food Standards Agency Audit Report

Report of the Director, Libraries, Heritage & Trading Standards

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Recommendation

1   That the Cabinet agree the Trading Standards Service aims and objectives for Food Standards remain current and appropriate.

2   That the Trading Standards Service and in particular those who have contributed to the Food Standards work are congratulated on the FSA audit result.

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1 Aims and Objectives

The Trading Standards Service has a statutory duty to enforce The Food Safety Act 1990 and associated Statutory Instruments.

The aims and objectives of the Service in relation to Food and Health include:

- Delivering the activities set out in the statutory food plan recommended by the Food Standards Agency (FSA) in partnership with the Public Analyst, taking into account the Food Standards Agency Strategic Plan 2005-2010 'Putting Consumers First'

- Participating in the Warwickshire Food for Health Group and supporting the strategy to improve the health of Warwickshire people particularly the most vulnerable.

- Controlling food standards and labelling in accordance with the ideals set out in 'Food – the local vision', the joint statement produced by the Local Government Association, LACORS and the Food Standards Agency.

- Meeting the challenge of providing advice services for consumers and businesses, which meet the ideals of the Community Legal Service, Consumer Support Network and Business Link by improving access and awareness.

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2 The Food Standards Agency (FSA)

The FSA audits local authorities' food law enforcement services as part of their arrangements to improve consumer protection and confidence in relation to food.

These arrangements recognise that the enforcement of UK food law relating to food safety, composition, labelling, imported food and feeding stuffs is the responsibility of local authorities, delivered through their regulatory functions of the Trading Standards Service.

The main aim of the audit scheme is to maintain and improve consumer protection and confidence by ensuring that local authorities are providing an effective food law enforcement service. The scheme also provides the opportunity to identify and disseminate good practise and to provide information to inform Agency policy on food safety standards and feeding stuffs.

The audit was carried out on September 9th 2005, focusing on local authority Home Authority Principle arrangements, advice to business, food and feeding stuffs safety and standards promotion activities.

The full FSA audit report is available at www.warwickshire.gov.uk/tradingstandards

3 Conclusions of the Audit

The main conclusions of the report are:

- 3.1 The Authority was proactively supporting the Home Authority Principle (HAP), based on the identified individual needs of different businesses, and taking realistic account of the Authority's resource constraints. The Service was developing its existing relationships with major food businesses to establish more formalised arrangements.

- 3.2 The Authority's documented policies and procedures for specific enforcement activities made appropriate references to home authority considerations. An examination of the Service's records indicated that its officers were implementing the HAP in practice when carrying out enforcement work.

- 3.3 The Authority was able to provide comprehensive and detailed information that demonstrated a strong proactive commitment to assisting businesses and the promotion of food standards. This included piloting current national priorities to better co-ordinate regulatory functions and the provision of advice to businesses, and local projects that were impressive in terms of their range, diversity and value.

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County Council

Evidence supporting the Audit conclusions included:

- 3.4 In relation to local authority Home Authority Principle arrangements:

    i. the Authority had undertaken a survey of home authority businesses in order to gain a better understanding of their needs and expectations. Further consultations were underway to ensure that the businesses' expressed wishes were being met.

    ii. the Service's records of 5 home authority premises were examined. It was clear that officers were diligent in applying the HAP, where appropriate, during complaint investigations and in the follow-up actions on unsatisfactory sampling results.

- 3.5 In relation to advice to business:

    i. businesses seeking advice could access information made available by the Authority through a range of media.

    ii. an extensive range of information leaflets were available both in hard copy and in electronic format from the 'Business Zone' website.

    iii. the Authority was also proactive in notifying relevant businesses of food alerts and topical food related issues, through direct contact, information leaflets and wider publicity in the media.

    iv. the Service was an active participant in the Central England Trading Standards Authorities (CEnTSA) liaison group; and

    v. the authority was attuned to the national agenda and actively supported current central government priorities. New methods of business support were being developed and pioneered by the Service, including participation in the DTI Retail Pilot Project and development of the electronic business 'self-assessment' as part of the e-Trading Standards National project.

- 3.6 In relation to food and feeding stuffs safety and standards promotion activities:

    i. Compliance Projects for 2004/2005 set out a range of initiatives, based on defined sampling exercises, that included the following examples: *Agricultural sampling; Butchers; and School meals and nutrition.*

    ii. Promotional work recently undertaken, included:
    - Warwickshire County Council's launch and support of FSA 'Food Vision';
    - 'TalkingShop' inter-active consumer information project;
    - 'Food Matters' and 'It's all in the Label' articles for 'Trading Standards Matters' and CEnTSA Business Newsletter publications;
    - 'Cyril the Seal' materials promoting healthy eating for children & parents.
    - 'Crucial Crew' young persons quiz materials
    - Food law related presentations to various groups, including Members, local businesses and consumers;

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> - Trader information leaflets, press releases and Council website resource;
> - Trading Standards Open Day, exhibitions and displays at various local venues and shows.

The FSA ask that this audit report is presented to elected members.

No improvement plan was required by the agency, an indication of their satisfaction with the Council's performance.

NOEL HUNTER
Director, Libraries, Heritage & Trading Standards

Shire Hall
Warwick

24 January 2006

Warwickshire
County Council

AGENDA MANAGEMENT SHEET

Name of Committee	**Cabinet**
Date of Committee	**23 February 2006**
Report Title	**Corporate Governance Audit 2005**
Summary	This report summarises the outcomes of the Corporate Governance Audit 2005 and makes recommendations about the action to be taken.

For further information please contact:

David Carter Strategic Director of Performance & Development Tel: 01926 412564 davidcarter@warwickshire.gov.uk	Jane Pollard Acting Head of Legal Services Tel: 01926 412565 janepollard@warwickshire.gov.uk

Would the recommended decision be contrary to the Budget and Policy Framework?   No.

Background papers   Corporate Governance Audit 2005

CONSULTATION ALREADY UNDERTAKEN:-   Details to be specified

Other Committees	☒	Corporate Services Overview and Scrutiny Committee 17 January 2006, Standards Committee 31 January 2006
Local Member(s)	☒	N/A
Other Elected Members	☒	Councillors David Booth, George Atkinson, Frank McCarney
Cabinet Member	☒	Councillor Cockburn
Chief Executive	☐	....
Legal	☒	Jane Pollard
Finance	☒	Garry Rollason
Other Chief Officers	☒	David Clarke
District Councils	☐	....

Health Authority	☐	....
Police	☐	....
Other Bodies/Individuals	☐	....

FINAL DECISION   YES

SUGGESTED NEXT STEPS: Details to be specified

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

Warwickshire
County Council

Cabinet - 23 February 2006.

Corporate Governance Audit 2005

Joint Report of the Strategic Director of Performance & Development and Strategic Director of Resources

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Recommendation

That the views of the Corporate Services Overview and Scrutiny Committee and the Standards Committee are endorsed and in particular:-

1. That Cabinet approves the areas for improvement set out in the Draft Action Plan attached as Appendix 1

2. That each Strategic Director prepares a Directorate Action Plan to address the areas for improvement identified in the 2005 Audit to set targets for improvement and reports on progress to the Corporate Services Overview and Scrutiny Committee and Standards Committee in 12 months time.

3. That the Corporate Services Overview and Scrutiny Committee receives an update report on the action plans at its meeting in November 2006

Introduction

Annexed to this report is the Corporate Governance Audit Report 2005 with a draft Corporate Action Plan attached as Appendix 1. The Corporate Services Overview and Scrutiny Committee on 17 January 2006 and the Standards Committee considered the report and corporate action plan on 31 January 2006.

Views of the Overview and Scrutiny Committee

    (1)   Ideas to increase public involvement in local democracy should continue to be encouraged through increased advertising of meetings, change of start times and more proactive contact with interest groups.

    (2)   The possibility of extending the 'whistle blowing' code to external partners/contractors should be examined.

    (3)   There were dangers in placing too great a reliance on information technology for access to information, particularly bearing in mind that many people do not have or perhaps do not want, access to the internet etc. A balance must be struck corporately.

    (4)   Under the CPA regime, it would be necessary to improve the Council's risk management arrangements for the Council to increase its score to

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level 4. Also it was important that there were no lapses in the current governance arrangements.

(5) With regard to the downward trend in the levels of awareness of the council's standing orders, particularly financial standing orders, consideration should be given to retraining. This should not be based solely on original induction information.

(6) Effective systems for governance would continue to be needed under modernisation.

(7) Although there had been six complaints in respect of members or former members under the Members Code of Conduct, the Standards Board had not found any breaches of the Code.

(8) The importance in the use of terminology e.g. whistle blowing, to make documentation easier to understand was acknowledged.

(9) Consideration should be given to the possible use of corporate training packages on important issues.

Members agreed that a further report be submitted to November 2006 Committee updating the actions and commenting in particular on whether it was desirable to extend the 'whistle blowing' to external partners/contractors.

Views of the Standards Committee

(1) Although there was some progress in certain areas over the last two years the overall position revealed no step change by the authority and there appeared to be indications that without positive investment the Council's position could deteriorate. The Standards Committee would therefore wish the Council to consider carefully its respective positions in 2003 and 2005.

(2) The Council has a highly devolved scheme of delegation, and whilst some support could be provided corporately, it was unlikely that any significant change could be achieved without the active involvement of Directorates. The draft action plan appears to cover the appropriate areas for improvement and the Standards Committee would support the development of Directorate Action Plans with targets for improvement.

DAVID CARTER
Strategic Director of
Performance & Development

DAVID CLARKE
Strategic Director of
Resources

Shire Hall
Warwick

06 February 2006

Warwickshire
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Corporate Governance Audit Report 2005

1　Introduction

This is the third corporate governance audit carried out by the Council. It was conducted over the period March to October 2005. This report advises on the outcomes of the audit, the strengths of the Council and areas for improvements.

2　General Conclusion

The general picture for Warwickshire remains a healthy one with an acknowledgement that high standards do not just happen and a general willingness to challenge itself and change its practices where appropriate. Generally members were seen as 'wanting to do the right thing' and willing to take and accept advice when issues did arise. Overall the survey results show little step change over the last 2 years.

Some areas for improvement identified in the 2003 audit have seen marked improvements in the level of awareness of staff i.e. registering interests, recording gifts and hospitality, political restrictions. Awareness of new issues such as the Freedom of Information Act (85% of Managers, 81% other staff) has also scored relatively well. However other areas for improvement have either remained static or suffered a downturn in awareness, indicating that communicating the information remains a challenge for the authority. This will be particularly crucial in a period where the Council is not only reviewing its internal structures but also its relationships with partners and associated governance arrangements.

Increasingly the Council is reliant on electronic forms of communication, not only in the day to day transaction of business but also in disseminating information about its core processes and procedures. It is obvious from the staff and manager questionnaires that providing information in this way cannot necessarily be relied upon to get messages across, for example, everyone responding to the staff questionnaire had access to the Constitution. Only 35% of those responding were aware of this, indicating that other forms of communication must form part of any effective communication strategy. In addition information held electronically must be easily retrievable and identifiable. The importance of using other forms of communication and the need for continual repetition to maintain or improve levels of awareness should not be lost. This message also features strongly in the responses from members.

3　Political Management Interface

Awareness of the member code of conduct, standing orders and the forward plan were generally good, members were less certain about some of the more detailed areas such as contract standing orders, anti-fraud and anti-corruption policy and protocols governing member/officer relationships. Most members responding felt the Council did enough to encourage high

standards of conduct, were clear about their role and the role of officers. Not all members were clear about the objectives of the council and members varied in their views about their ability to contribute to the development of policy and the monitoring of performance. Most members considered that the information they and member bodies received was 'about right', and 'mostly relevant' Some members identified difficulty in accessing information due to IT problems, the need for clear signposting and the level of detail, jargon and volume were cited as inhibiting factors. The main areas for improvement related to public access to information and increasing awareness and or opportunities for the public to participate.

4   Strengths

➢ To date there have been no findings by the Standards Board for England, who are responsible for enforcing the member code of conduct, of any breach by a member or co-opted member of the authority. All members receive copies of the Standards Board Bulletins and the Standards Committee publishes an annual report to keep all members aware of its work and issues affecting the members code of conduct

➢ Generally well motivated staff and elected members with a strong public service ethos. It is often difficult to pin down feelings or general perceptions with any accuracy but it should be noted that of those responding to the questionnaire some 94% (2003 89%) of managers and 90% (2003 77%) of other staff responding felt high standards were encouraged.

➢ The decision-making process for member bodies is accompanied by various checks and balances, for example, collective decision-making by member bodies is viewed as a strength and reports are subject to financial and legal checks.

➢ Regular audit reports to Standards Committee on compliance with financial regulations.

➢ The Council received an overall rating of 3 out 4 in the CPA 2005 Use of Resources Assessment and in relation to its 'internal control systems the assessment commented that *'The Council's arrangements to promote and ensure probity and propriety in the conduct of its business are good.'*

➢ Since the last audit a corporate governance code of practice and corporate governance framework has been developed. Its implementation is being supported by a briefing programme that was just starting to be rolled out when the staff questionnaires were issued.

➢ Awareness of the requirements for staff to register certain interests has shown a marked improvement i.e. managers 90% (previously 79%) and other staff 81% (70%). Similarly staff awareness of procedures for declaring gifts and hospitality has improved i.e. managers 90% (previously 82%) and other staff 76% (previously 60%).

➢ Commissioning reviews of various systems and procedures, for example,

- New procedures and processes to ensure compliance with the Freedom of Information Act were implemented supported by a computerised system to log and manage requests. Compliance with timescales for responding to requests is at 96%.
- The Planning Code of Practice has been comprehensively reviewed and training provided for members.

5.   Areas for Improvement

The key area for improvement for the authority is in its methods of communicating information and accessibility of documentation, in particular relating to

Public Participation
Only 8 of the 17 members responding felt that the public had easy access to WCC policies and guidelines and that the arrangements for public participation were satisfactory. In general the responses indicated that whilst there is a lot of information on the website there needs to be better signposting and other forms of communication need to be considered to get information/messages across to the public. Whilst Area Committees were seen as providing a positive link to communities generally members felt more could be done to publicise opportunities for public participation, engage interest groups and reschedule the timing of meetings to maximise the opportunities for the public to participate.

Anti Fraud and Anti Corruption Policy
The Anti-Fraud and Anti-Corruption Policy has been reviewed since the previous audit, the new policy re-publicised through the Council's publication 'Working 4 Warwickshire' and made available through the Corporate Document Library. At the time of audit further publicity through the use of cards issued with payslips had yet to take place. However overall only 52% of staff knew what to do in the event of fraud and this figure needs to rise significantly. Trend information from the staff surveys are shown below

Q3	Anti-Fraud and Corruption Policy - Managers	2001	2003	2005
	3.1 Do you know what you should do in the event of a fraud?	73%	73%	62%
	3.2 Do you know who to report it to?	76%	76%	67%

Q3	Anti-Fraud and Corruption Policy –Other Staff	2001	2003	2005
	3.1 Do you know what you should do in the event of a fraud?	44%	42%	44%
	3.2 Do you know who to report it to?	48%	47%	47%

Procurement and Financial Standing Orders
Levels of awareness in these areas have generally decreased. There is a need for sustained publicity about these requirements. Contract Standing Orders briefing sessions are currently being revised to incorporate good practice in procurement. Consideration should be given to training in the requirements of Financial Standing Orders. The results from the managers survey are shown below (these questions were not asked of other staff).

Q8	Financial Standing Orders	2001	2003	2005
8.1	Do you have access to a copy?	93%	72%	60%
8.2	Do you find them easy to understand?	61%	47%	37%
8.3	Have you received any training in Cost Centre Management?	81%	77%	48%
8.4	Do you feel you need training in Financial Standing Orders?	36%	37%	25%
Q9	Procurement			
9.1	Do you have access to a copy of the Procurement Code of Practice?	N/A	N/A	68%
9.2	Do you have access to a copy of Standing Orders?	84%	72%	58%
9.3	Do you find contract standing orders easy to understand?	56%	48%	35%
9.4	Are you an authorised officer under Contract Standing Orders?	52%	45%	31%
9.5	Do you clearly understand the limits of your authority?	66%	55%	55%

A wider definition of manager was used in the 2005 survey to include 'supervisors of staff'. Not all managers need a practical understanding of procurement or cost centre management training and the figures need to be viewed in that context. For example only 31% of the managers were authorised officers under contract standing orders, and the figure for those receiving cost centre management training using the same definition as in 2003 would be 70%.

Decision-making Processes

There is a low level of awareness amongst staff about key decisions (27%), and the role of the forward plan (30%). Awareness in relation to these issues must improve to ensure the probity of our decision-making processes. Trend information from the staff surveys is shown below.

Q16	Decision Making Process -Managers	2001	2003	2005
16.1	Do you have a copy, or have access to, the Constitution?	N/A	49%	46%
16.2	Do you know what it covers?	N/A	40%	34%
16.3	Do you know what the definition of a key decision is?	N/A	49%	41%
16.4	Does your department have any special arrangements for identifying key decisions?	N/A	47%	36%
16.5	Do you know what the forward plan covers?	N/A	52%	43%
Q16	Decision Making Process –Other Staff			
16.1	Do you have a copy, or have access to, the Constitution?	N/A	29%	27%
16.2	Do you know what it covers?	N/A	17%	15%
16.3	Do you know what the definition of a key decision is?	N/A	18%	17%
16.4	Does your department have any special arrangements for identifying key decisions?	N/A	29%	19%
16.5	Do you know what the forward plan covers?	N/A	22%	21%

Risk Management and Business Continuity

There has been a lot of work carried out to embed risk management within our business planning processes. Work is currently underway to develop a corporate business continuity plan. Whilst the returns from managers (question not asked of other staff) indicate that messages are getting across there is still work to do in this area.

Q7	Risk Management -Managers	2001	2003	2005
7.1	Do you know what the corporate approach to risk management is?	N/A	N/A	57%
7.2	Are the Corporate Strategic Risks included within your departmental service/business plan?	N/A	N/A	59%
7.3	Does your department have agreed arrangements for addressing risk management?	N/A	N/A	73%

	N/A	N/A	
7.4 Do you know what your departmental arrangements are?	N/A	N/A	55%
7.5 Does your department have a risk register?	N/A	N/A	52%
7.6 If yes, is your departmental risk register reviewed at least once a year?	N/A	N/A	76%
7.7 Does your department have a Business Continuity Plan?	49%	46%	41%
7.8 If yes, do you know what it covers?	39%	29%	54%

Confidential Reporting Code

The Confidential Reporting Code is not well known to staff (45%) and even fewer people have confidence (31%) in the scheme. It is targeted towards staff rather than external partners/contractors. The CPA 2005 use of resources assessment has raised the issue as to whether or not this Code or something similar should be extended to partners/contractors. The name of the code has little meaning to people and the Council needs to decide how heavily it wishes to invest in publicity given its limited application and whether or not its remit should be extended. It is currently proposed that this Code is renamed the 'Public Interest Disclosure Code'. Trend information from the staff surveys are shown below

Q6 **Confidential Reporting Code (Whistle-blowing) -Managers**	2001	2003	2005
6.1 Do you know what this covers?	59%	60%	55%
6.2 Do you have a copy of know where to find one?	54%	53%	56%
6.3 Would you be confident about using the scheme?	46%	48%	39%
Q6 **Confidential Reporting Code (Whistle-blowing) –Other Staff**			
6.1 Do you know what this covers?	28%	31%	37%
6.2 Do you have a copy of know where to find one?	27%	28%	36%
6.3 Would you be confident about using the scheme?	24%	25%	26%

6. Next Steps

The County Council has a highly devolved scheme of responsibility. In order to ensure that key messages are communicated to staff, all directorates need to actively engage in the communication of information. A draft Action Plan (Appendix 1) identifies some of the issues raised by the Audit. This Action plan needs to be developed further in discussion with Strategic Directors. However many of these issues cannot be addressed effectively without the active participation of all Directorates. It is suggested that each Directorate should be asked to prepare an action plan to improve its performance in levels of awareness of corporate governance issues and in particular the areas for improvement identified in the report..

Appendix 1   Draft Action Plan 2006/07

Subject Area	Specific Tasks	Timescales
Clarifying and publicising our standards of corporate governance	Complete managers briefing sessions	
Clarifying and publicising our standards of corporate governance	Publicise corporate governance code to other members of staff	
Clarifying and publicising our standards of corporate governance	Develop proposals to engage partners	
Clarifying and publicising our standards of corporate governance	Ensure all partnerships the Council is engaged in have appropriate governance arrangements	
Clarifying and publicising our standards of corporate governance	Review officers code of conduct and consider guidance on declarations of interest by officers at meetings of member bodies	**Dependant on government legislation**
Clarifying and publicising our standards of corporate governance	Review members code of conduct	**Dependant on government legislation**
Improving arrangements for staff register of interests	As part of Phase 2 of the HRMS Project provide a computerised register of interests. To include periodic reminders to maintain declarations up to date.	**31 March 2007**
Improving arrangements for staff register of interests	As part of Phase 2 of HRMS Project develop a computerised register of gifts and hospitality	**31 March 2007**
Improving awareness of Anti-Fraud and Anti-Corruption Policy	Further publicise main points of the policy to staff in particular advice on what to do in the event of suspected fraud.	**31 March 2007**
Improving awareness of the Confidential Reporting Code	Further publicise the existence and the main elements of the Confidential Reporting Code to all members of staff	**31 July 2006**
Improving awareness of the Confidential Reporting Code	Consider whether the Code should be extended to cover partners	

Subject Area	Specific Tasks	Timescales
Improving our decision making processes	Develop the forward plan into a full agenda management system	31 March 2006
Improving our decision making processes	Further publicise the existence of forward plans and their role in the decision-making processes of the Council	30 September 2007
Improving our decision making processes	Further clarify and publicise the definition and process for taking key decisions	
Improving our decision making processes	Provide at least four briefing sessions in contract standing orders a year on requirements	Commence Spring 2006
Improving our decision making processes	Develop and provide at least four briefing sessions in Financial Standing Orders	Commence Spring 2006
Strengthening our processes for risk management	Consider the provision of briefing sessions to further embed risk management	31 March 2006
Strengthening our processes for business continuity	Produce corporate business continuity plan covering core issues	30 September 2006
Engaging with the public	Improve level of Service user/representative input into the work of O&S Committees	31 March 2007
Engaging with the public	Further publicise meetings at which the public can participate	Ongoing
Engaging with the public	Review our processes and procedures governing access to information	Dependent on government legislation

Agenda No

AGENDA MANAGEMENT SHEET

Name of Committee	**Cabinet**
Date of Committee	**23rd February 2006**
Report Title	**Countryside Access and Rights of Way Improvement Plan**
Summary	To report on the results of the consultation exercise on the Draft Countryside Access and Rights of Way Improvement Plan and the proposals to modify the Plan for publication in April 2006.
For further information please contact	Martin Fry Countryside Recreation Tel. 01926 413431 martinfry@warwickshire.gov.uk
Would the recommended decision be contrary to the Budget and Policy Framework?	~~Yes~~/No
Background Papers	Draft Countryside Access and Rights of Way Improvement Plan for Warwickshire.

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

Other Committees

[X] Cabinet – 30th June 2005.
Rugby Area Committee – 11th January 2006.
Stratford on Avon Area Committee – 18th January 2006.
Warwick Area Committee – 24th January 2006.
Nuneaton and Bedworth Area Committee – 25th January 2006.
North Warwickshire Area Committee – 1st February 2006.

Local Member(s)
(With brief comments, if appropriate)

[ ] ....

Other Elected Members

[X] Councillor K Browne
Councillor Mrs E Goode   } for information
Councillor Mrs J Lea

Cabinet Member
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)

[X] Councillor M Heatley

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Chief Executive	☐	....
Legal	☒	I Marriott – comments incorporated
Finance	☐	....
Other Chief Officers	☐	....
District Councils	☐	....
Health Authority	☐	....
Police	☐	....
Other Bodies/Individuals	☒	Local Access Forum

FINAL DECISION **YES/~~NO~~** *(If 'No' complete Suggested Next Steps)*

SUGGESTED NEXT STEPS :

Details to be specified

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

Warwickshire
County Council

Cabinet - 23rd February 2006

Countryside Access and Rights of Way Improvement Plan

Report of the Strategic Director of Environment and Economy

Recommendation

That Cabinet adopts the Countryside Access and Rights of Way Improvement Plan 2006- 2016 with amendments proposed within this report.

---

1.   Introduction

1.1   Cabinet at its meeting on 30th June 2005 resolved to authorise me to prepare and publish a draft Rights of Way Improvement Plan (the Plan) and to take all other steps required to facilitate the consideration and adoption of such a Plan following completion of the consultation exercise pursuant to section 61(2) of the Countryside and Rights of Way Act 2000.

2.   Consultation

2.1   The statutory consultation exercise was undertaken between 29th September and 22nd December 2005. The Plan was distributed widely throughout the County, including to all Town and Parish Councils, District and Borough Councils, partner organisations and volunteer groups, and to those people who took part in the original research exercise who had asked to be kept informed.

2.2   In addition copies of the Plan were on deposit at the libraries throughout the County, District and Borough Council main offices, country parks, and main County Council offices. A public notice was also placed in the main local newspapers circulating in the County and press releases were issued.

2.3   Due to the care taken in consulting with key partners on an early draft version of the Plan, a relatively low level of response to the consultation exercise was received (89 comments). Many respondents to the consultation exercise were pleased to see their views on the early draft version of the Plan had been incorporated in the draft Plan.

2.4   Comments on the Plan were received from:-

(i)   13 Town and Parish Councils.

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(ii)   Members of the Local Access Forum.

(iii)   User groups including the Ramblers' Association and the Open Spaces Society.

(iv)   Members of the public.

(v)   National Trust, British Waterways and the National Farmers Union.

(vi)   Other interested organisations including the Cotswold Conservation Board, Council for Protection of Rural England, Rugby Disability Forum, English Nature and the Countryside Agency.

(vii)   Other departments within WCC including Chief Executives, Libraries and Heritage and Legal Services, and other groups within Planning, Transport and Economic Strategy.

2.5   The majority of those people or organisations who commented on the Plan overall expressed favourable comments including "thorough and comprehensive", "far-seeing plan" and "good readability".

2.6   The results of the consultation exercise have been reported to each of the Area Committees of the County Council at their January and February 2006 meetings.

2.7   The results of the consultation exercise have also been reported to the Local Access Forum for Warwickshire at its meeting in January 2006. The Portfolio Holder for Environment is the authority's elected Member representative on this statutory advisory body for countryside access and public rights of way.

3.   Proposed Amendments

3.1   As a result of the comments received from the consultation exercise, and from Officer observations, it is proposed to amend the Plan as indicated in **Appendix A.** These amendments include 14 new action points and 8 amendments to the proposed policies.

3.2   In addition to the amendments detailed in **Appendix A** a number of minor typographical corrections will be made throughout the document but these will only correct errors and not materially change the Plan or introduce new matters.

3.3   It is also proposed to cross reference the Plan with the Local Transport Plan (LTP) as a further step in the integration of the two plans. This action is in response to Government guidance stating that Government would welcome any attempts by local authorities to informally integrate the two plans. Formal integration is required for the next LTP in five years time. Appendix 4 of the Plan will be amended to reflect this cross referencing.

3.4   Appendices 5 and 6 of the Plan, covering the process and the current and future needs of users, will also be removed from the final Countryside Access and Rights of Way Improvement Plan.

Warwickshire
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4. Conclusions

4.1 Each Area Committee supported the Draft Countryside Access and Rights of Way Improvement Plan with the amendments as proposed. The resolutions of the Committees are attached as **Appendix B.**

4.2 The Local Access Forum also approved the amendments as proposed and requested additional amendments regarding the use of powers in the Road Traffic Regulation Act 1984 to improve roads for non motorised users. These amendments are included in **Appendix A** and will change pages 34 and 35 of the Plan.

4.3 Cabinet is invited to adopt the Plan with the suggested amendments to allow it to be published in April 2006 and submitted, together with the Local Transport Plan to Government, with the Policies within the Plan to be effective from 1st April 2006.

JOHN DEEGAN
Strategic Director of Environment and Economy
Shire Hall
Warwick

7th February 2006

Warwickshire
County Council

Cabinet – 23rd February 2006

Countryside Access and Rights of Way Improvement Plan

Proposed Changes to the Draft Countryside Access and Rights of Way Improvement Plan

Page	Proposed Change
6	Amend the definition of 'Access Land' to state: "Land subject to rights of access on foot under the Countryside and Rights of Way Act 2000 (commonly referred to as the 'Right to Roam')."
7	Add to the glossary: "English Nature - Government body responsible for promoting nature conservation and protecting biodiversity. Will soon combine with the Countryside Agency and Rural Development Service to form a new body, Natural England."
9	Amend the definition of 'Right to Roam' to state: "Commonly used phrase to describe access rights introduced under the CROW Act. It gives the public access to some open country (mountain, moor, heath and down) as well as registered common land but does not give the public the right to walk everywhere."
9	Add to the glossary: "SSSI - Site of Special Scientific Interest - Site designated by English Nature which enjoys special protection under the law and which has great ecological or geological significance."
9	Add to the glossary for 'Utility Paths': "This Plan applies to those utility paths which are recorded in, or could be recorded in, the Definitive Map and Statement."
11	Amend the 3rd paragraph to state: "By contrast, the new access rights under the CROW Act (sometimes referred to as the 'Right to Roam') will have little effect in Warwickshire. Much of the new access land (mostly registered common land) already has de facto access."
12	Amend the 1st paragraph 1st line to state: "… countryside which is well used in a sustainable way with a network …"
15	Amend 1st paragraph regarding the Countryside Agency grant aided projects.
17	Amend the 3rd paragraph 2nd line to state: "… excluded groups such as those from minority ethnic backgrounds, those on low incomes and young people."
19	Amend the 3rd paragraph 4th line to state: "… We have no wish to 'urbanise' the countryside…"
20	Add to 'Key references' - "Planning Policy Guidance 17: Planning for open space, sport and recreation (ODPM 2002)"
20	Add to 'Key references' - "By all reasonable means: inclusive access to the outdoors for disabled people (Countryside Agency 2005)"
21	Add in Action Point A1b: "Disability groups" to list of key partners
21	Amend Action Point A1h to state: "Provide four new sensory trails" and add 5+ to the timescale.
21	Add new Action Point A1i: "Identify key routes for accessibility improvements" Resources = partnership. Additional funding = £1,000 pa. Timescale = 1-2 and 3-4 years. Partners = Disability

Page	Proposed Change
	groups, Other councils, WCC (others), Minority groups
22	Add in Action Point A2b: "… and develop additional publicity material to promote them"
22	Add category "A4 Further research"
22	Add new Action Point A4a: "Undertake research into the needs of users with disabilities, which can inform future actions" Resources = existing and partnerships. Funding = £20, 000. Timescale = 1-2 years. Partners = Countryside Agency, Disability groups, WCC (others)
22	Add new Action Point A4b: "Undertake an assessment of current open space and green space provision within Warwickshire, so as to identify gaps in availability" Resources = existing and partnership. Funding= £20,000. Timescale = 1-2 and 3-4 years. Partners = Countryside Agency, Other councils, Land managers (see also page 59 S13a)
23	Amend 2nd line 4th paragraph to state: change "… confusion about the extent of the new access rights under the Countryside and Rights of Way Act 2000 (sometimes referred to as the 'Right to Roam') and this needs …"
24	Amend 3rd paragraph 2nd bullet point to state: "… and how the new access rights under the CROW Act (sometimes referred to as the 'Right to Roam') apply locally"
25	Add in Action Point E4b: "Heritage and environmental professionals" to list of key partners
26	Add in Action Point E4d: "Heritage and environmental professionals" to list of key partners
29	Amend 1st paragraph 1st sentence to read: "Whilst the benefits to health and well-being are clear, and existing countryside users cite health and wellbeing as important reasons for using the countryside, people may not take up walking, riding or cycling just because they know it will improve their health."
29	Add to 'Key references' - "Planning Policy Guidance 17: Planning for open space, sport and recreation (ODPM 2002)"
30	Add in Action Point H1d: "Resources = partnerships. Partners = WCC (others), Health walk groups"
30	Add in Action Point H1e: "Heritage and environmental professionals" and "WCC (others)" to list of key partners
30	Amend Action Point H1g to state: "Develop packages of walks for health professionals to recommend"
34	Add to the end of the 1st paragraph: "In appropriate areas we will assess the potential of the Quiet Lanes scheme. Powers are also available to restrict traffic under the Road Traffic Regulation Act 1984."
35	Add to 'Key legislation' - "Road Traffic Regulation Act 1984"
36	Add in Action Point N2a: "Parish Councils" to list of key partners
36	Add in Action Point N2b: "Parish Councils" to list of key partners
36	Add in Action Point N2c: "Parish Councils" to list of key partners
38	Add in Action Point N8b: "Parish Councils" to list of key partners

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Page	Proposed Change
38	Add new Action Point N8f: "Assess provision of horse-riding routes in North Warwickshire and develop and progress a programme of enhancements" Resources = partnership and additional staff time. Funding = £5,000 per link. Timescale = 3-4 and 5+ years. Partners = User groups, Other Councils, WCC (others), Local horseriders, Landowners
44	Add new Action Point P3e: "Undertake a comprehensive review of signs and waymarking on public rights of way" Resources = existing and partnership. Funding = £2,000. Timescale = quick win. Key partners = Disability groups, WCC (others), Parish Councils, P3 groups, LAF, CALG, User groups
44	Add in Action Point P4c to state: "… following the policy on gaps, gates and stiles"
44	Add new Action Point P4h: "Review Policy CA11 Electric Fences and seek feedback from the farming and equestrian communities" Resources = existing. Funding = 0. Timescale = 3-4 years. Key partners = none
46	Add new category P11: "Working practices"
46	Add new Action Point P11a: "Develop written working practices to formalise internal procedures" Funding = 0. Timescale = 1-2 years. Key partners = none
47	Add new paragraph after paragraph 5 to state: "The government is currently looking at changes in the law to minimise the impact of motorised users on rights of way, and this may make blanket changes to the rights which mechanically propelled vehicles have over certain routes. A Bill (Natural Environment and Rural Communities Bill) is currently before Parliament, but at the time of going to print, the outcome is not yet known."
51	Add new Action Point R4e: "Establish links between, and share the rights of way dataset with, other environmental datasets e.g. habitat, species, archaeology" Resources = existing and partnerships. Additional funding = 0. Timescale = 3-4 and 5+ years. Key partners = WCC (others), Heritage and environment professionals
52	Add new category R8: "Working practices"
52	Add new Action Point R8a: "Develop written working practices to formalise internal procedures" Funding = 0. Timescale = 1-2 years. Key partners = none
53	Amend 2nd line 5th paragraph to state: "… including two routes in the National Cycle Network developed and promoted by SUSTRANS. There are very few …"
54	Add new paragraph after paragraph 7 to state: "Both national research and our own research has shown that there is much demand for access to water and woodland. We have therefore included a section on access to woodlands and waterside."
55	Add to end of 1st paragraph: "However, we should exercise caution and ensure that our improvements are compatible with the sustainability of the Warwickshire countryside."
55	Add section "Key references"
55	Add to 'Key references' - "Growing our Future - the West Midlands Regional Forestry Framework (Forestry Commission 2004)"

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Page	Proposed Change
55	Add to 'Key references' - "Planning Policy Guidance 17: Planning for open space, sport and recreation (ODPM 2002)".
55	Add to 'Key references' - "Space for people - targeting action for woodland access (Woodland Trust 2004)".
56	Add in Action Point S2c: "WCC (others), Heritage professionals" to list of key partners
56	Amend Action Point S2d to state: "Support and assist the development of the North Arden Trail (this project has recently been awarded £422,500 by Heritage Lottery Fund)".
56	Add in Action Point S2d: "Other councils" to list of key partners.
57	Amend category S3 to "Waterside and woodland access".
57	Add new Action Point S3d: "To support other organisations in securing access to woodland" Resources = existing and partnership. Funding = £5,000 per route created. Timescale = 1-2, 3-4 and 5+ years. Key partners = Forestry Commission, Woodland Trust, Warwickshire Wildlife Trust, Landowners.
57	Add in Action Point S4a: "WCC (others), Volunteers" to list of key partners
58	Add in Action Point S6b: "Heritage and environmental professionals" to list of key partners.
58	Add new Action Point S6e: "Work with heritage and environmental professionals on promotional material which links together topics e.g. history, archaeology, wildlife" Resources = existing and partnerships. Funding = £5,000 per publication. Timescale = 1-2, 3-4 and 5+ years. Key partners = WCC (others), Heritage and environmental professionals.
58	Add new Action Point S7c: "Assess existing and future promotional material to ensure that opportunities are taken to promote the health benefits of countryside activities" Resources = partnership. Additional funding = 0. Timescale = 1-2, 3-4 and 5+ years. Partners = WCC (others), PCTs.
58	Add new Action Point S7d: "Produce a directory of healthy activities in the Warwickshire countryside" Resources = partnership. Additional funding = £5,000 per edition. Timescale = 3-4 and 5+ years. Partners = WCC (others).
59	Add new category S13: "Open space and green space".
59	Add new Action Point S13a: "Undertake an assessment of current open space and green space provision within Warwickshire, so as to identify gaps in availability" Resources = existing and partnership. Funding= £20,000 Timescale = 1-2 and 3-4 years. Partners = Countryside Agency, Other councils, Land managers (see also page 22 A4b).
67	Working practices will not be included in the CAROWIP to reflect the policies but actions will be included in the CAROWIP to formalise working practices which may relate to more than one policy. See proposed changes to pages 46 and 52 and addition of Action Points P11a and R8a.
70	Amend Policy CA2 1st line to state: "… deposits under Section 31(6) Highways Act 1980 …".
70	Amend Policy CA2 Background, 1st line 1st paragraph to state: "Section 31(6) Highways Act 1980 …".

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Page	Proposed Change
70	Amend Policy CA2 Background, 2nd line 2nd paragraph to state: "… claims made under Section 31(1) Highways Act 1980 …".
70	Amend Policy CA2 Background, 1st line 4th paragraph to state: "… WCC accepts Section 31(6) Highways Act 1980 deposits …".
70	Amend Policy CA2 Background, 2nd line 5th paragraph to state: "… already made Section 31(6) Highways Act 1980 …".
71	Amend Policy CA3 2nd paragraph 5th bullet point to state: "Where a path runs through a Site of Special Scientific Interest (SSSI) and where the SSSI will benefit from the PPO".
71	Add in Policy CA3 3rd paragraph (Medium Priority): "Where a PPO is, in the opinion of WCC heritage or ecology professionals, necessary to safeguard an archaeological or ecological feature".
71	Amend Policy CA3 3rd line 7th paragraph to state: "3m for enclosed footpaths".
73	Amend Policy CA4 6th paragraph: "3m for enclosed footpaths".
74	Amend Policy CA5 Background 2nd line 3rd paragraph to state: "… ground (with the landowner being required to reimburse WCC accordingly)."
74	Add to Policy CA5 Background 4th line 4th paragraph: "Formal cautions can be referred to in court following convictions for a subsequent offence within a prescribed period."
74	Amend Policy CA5 Background 3rd line 5th paragraph to state: "…the conviction of others. The decision to prosecute shall be taken with regard to the evidence and the public interest. In looking at the public interest in taking a prosecution the following will be taken into account:"
76	Amend Policy CA7 4th paragraph to state: "Reports of ploughing problems will be inspected within 10 working days of receiving the report. Reports of cropping problems will be inspected within 15 working days of receiving the report."
79	Amend the last sentence to state: "Nothing is easier to use than a waymarked gap."
81	Amend Policy CA11 2nd line 3rd paragraph to state: "for a footpath – a wicket gate, a kissing gate or a field gate, provided insulation …".
81	Amend Policy CA11 5th line 3rd paragraph to state: "for a bridleway – a bridle gate or a field gate, provided the fence is insulated …".
86	Insert revised Policy CA16. See page 6.
90	Amend 1st line 2nd paragraph to state: "Although Government introduced the new access rights in the Countryside and Rights of Way Act 2000 (sometimes referred to as the 'Right to Roam'), there is no …".
92	Add to the list of legislation and guidance: "Planning Policy Guidance 17: Planning for open space, sport and recreation (ODPM 2002)".

Policy CA16: Antisocial behaviour and crime

In addition to the criteria set out in the Clean Neighbourhoods and Environment Act 2005, WCC will only consider gating orders across public rights of way, or routes reasonably alleged to be rights of way (including adopted footpaths), as a last resort i.e. where other means of dealing with antisocial behaviour and crime have been exhausted or have no realistic prospect of success (as envisaged by the legislation).

Where gating orders are made, the principle of 'least restrictive option', consistent with achieving a significant reduction in antisocial behaviour and crime, will be applied on a case-by-case basis, e.g. gates to be locked only between specified times of day and/or the order to be for a limited period of operation.

Gating orders in force will be reviewed periodically, and varied or revoked where the situation allows.

WCC will consult with its Local Access Forum and, through local advertising, those people in the locality who may benefit from the route as a utility path, as well as those people occupying properties in the immediate vicinity of the way in question.

Background
It is recognised that the gating of alleys and cut-throughs can be an effective means of reducing crime and antisocial behavior. However, in certain areas of the country, residents and local authorities have been frustrated by being unable to gate those back alleys that coincide with public rights of way (highways).

Government has recently introduced the Clean Neighbourhoods and Environment Act 2005 that introduces the power for local authorities to make gating orders that will restrict public use. This new legislation clearly provides for the gating of highways in circumstances where other measures to control crime and antisocial behavior have been exhausted. However, it is not hard to envisage circumstances where the need to introduce such orders can be in conflict with other Council priorities contained within the LTP and the CAROWIP relating to sustainable travel, safer routes to school, health, and recreation. It is the responsibility of the Council to balance these interests in an evenhanded way. In particular the Council must fully research the facts before initiating any action.

Previously the Countryside and Rights of Way Act 2000 introduced powers whereby routes could be permanently extinguished within areas designated by the Secretary of State as "high crime areas". To date these designations have largely been applied to inner city areas, and it is not envisaged that the use of these powers will be necessary in Warwickshire.

N.B. At the time of writing this policy the Regulations for gating orders have yet to be published, and the Act itself is not yet in force.

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Countryside Access and Rights of Way Improvement Plan

Resolutions From Area Committees on The Draft Countryside Access and Rights of Way Improvement Plan

Area Committee	Date	Draft Resolution
Rugby	11/1/06	That the Area Committee endorse the draft Countryside Access and Rights of Way Improvement Plan for submission to Cabinet for formal adoption.
Stratford on Avon	18/1/06	The following points were made during the discussion: - With regard to the possibility of Parish Councils having a greater say in diversion proposals, particularly regarding diversions requested for privacy and crime reduction reasons members noted that Parish Councils were always consulted on proposals and where their support was given the priority of an application was raised. - Action was being taken regarding the condition of certain rights of way reported at the meeting. - With regard to the provision of gates/stiles, legal criteria had to be followed relating to the use of either gates or stiles. It was not possible to replace every stile with a gate and the circumstances were examined when a stile needed to be replaced. - With regard to the re-instatement of ploughed paths, land owners/farmers had a right to plough rights of way following which the route had to be re-instated to enable public use. - The legal aspects of rights of way were often confusing to lay people and other organisations. That the Cabinet be advised of the Committee's comments relating to the Draft Countryside Access and Rights of Way Improvement Plan, when considering the formal adoption of the Plan.
Warwick	24/1/06	That the Warwick Area Committee welcomes the Draft Countryside Access and Rights of Way Improvement Plan; the results of the consultation exercise for the Plan; and the proposed changes to the Plan and congratulates the Countryside Access Team in the Environment and Economy Directorate for its work in producing the Plan.
Nuneaton and Bedworth	25/1/06	Resolved that the Area Committee note the Draft Countryside Access and Rights of Way Improvement Plan, the results of the consultation exercise for the Plan and, the proposed changes to the Plan.
North Warwickshire	1/2/06	That the North Warwickshire Area Committee endorses the Draft Countryside Access and Rights of Way Improvement Plan, the results of the consultation exercise for the Plan and the proposed changes to the Plan.

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AGENDA MANAGEMENT SHEET

Name of Committee	**Cabinet**
Date of Committee	**23rd February 2006**
Report Title	**Birmingham International Airport Draft Master Plan: Towards 2030**
Summary	Following the Government's White Paper on the Future of Air Transport, which was published in December 2003, Birmingham International Airport (BIA) has published its consultation draft Airport Master Plan for 2030. This report sets out the County Council's proposed response to the consultation, particularly in terms of its implications for surface access to BIA. Cabinet is invited to authorise that a formal response be made to the consultation based on these observations.
For further information please contact	Adrian Hart Transport Planning Tel. (01926) 735667 adrianhart@warwickshire.gov.uk
Would the recommended decision be contrary to the Budget and Policy Framework?	~~Yes~~/No
Background Papers	The Future of Air Transport – Department for Transport (December 2003)

CONSULTATION ALREADY UNDERTAKEN:-   *Details to be specified*

Other Committees	☐	....
Local Member(s) (With brief comments, if appropriate)	☐	....
Other Elected Members	☒	Councillor K Browne) Councillor Mrs E Goode) for information Councillor Mrs J Lea)
Cabinet Member (Reports to The Cabinet, to be cleared with appropriate Cabinet Member)	☒	Councillor M Heatley

Chief Executive	☐	....
Legal	☒	I Marriott – comments incorporated
Finance	☒	C Holden – comments incorporated
Other Chief Officers	☐	....
District Councils	☐	....
Health Authority	☐	....
Police	☐	....
Other Bodies/Individuals	☐	....

FINAL DECISION   **YES/~~NO~~**   *(If 'No' complete Suggested Next Steps)*

SUGGESTED NEXT STEPS :

Details to be specified

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

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Birmingham International Airport Draft Master Plan: Towards 2030

Report of the Strategic Director of Environment and Economy

Recommendation

That Cabinet authorises the Strategic Director of Environment and Economy to submit a response incorporating the points summarised in Section 5 of the report.

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1. Introduction

1.1 In response to the Government's Air Transport Consultation, the County Council resolved at its meeting on 21st November 2002 to support the progressive development of Birmingham International Airport (BIA), subject to measures being taken to mitigate the environmental impacts and manage demand, including improvements to surface access. In its response to the consultation, the County Council also urged Government and BIA to work with all adjoining Local Authorities to secure an acceptable modified option for a second runway.

1.2 Subsequently, when the Government endorsed the expansion of BIA in its December 2003 White Paper 'The Future of Air Transport', it adopted the modified (i.e. a shorter second runway) option proposed by BIA, with adjoining Local Authority support, in response to the 2002 consultation (see paragraph 9.19 of the White Paper).

1.3 Airport operators are recommended in the White Paper to ".. maintain a master plan document detailing Airport development proposals." (paragraph 12.7). Whilst this Master Plan will not itself have the status of a statutory development plan document, Government considers that the level of detail in the Master Plan is essential to inform the local development framework and local transport plans (LTP) (see paragraph 12.9 of the White Paper). The County Council received the consultation draft Master Plan from the Airport in November 2005. The County Council must respond to the consultation by 31st March 2006 to ensure that its comments are fully considered in the preparation of the Final Master Plan document.

1.4 The expansion proposals being put forward in the BIA Master Plan essentially detail the modified option endorsed by Government in the 2003 White Paper. The environmental impacts it identifies, especially in terms of the aircraft noise impacts, are essentially the same as those identified in 2002/2003. In particular, the extent to which the 'community annoyance' 57dB noise contour impinges on

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Warwickshire from an expanded BIA has not increased and remains confined to a very small area at Honiley. The economic benefits of BIA's expansion - to the Region, Sub-Region and Warwickshire - have been well rehearsed in recent years and confirmed in a recent report commissioned from Advantage West Midlands by consultants York Aviation. However, the key outstanding issue at both the Air Transport consultation and the subsequent White Paper stages has been the identification of measures to manage the surface transport implications of the proposed expansion in air passenger traffic at BIA.

1.5   From the Warwickshire perspective, the strategic planning issues around expansion of BIA in terms of its wider environmental and economic impact have been dealt with in the Air Transport White Paper, and surface access now remains the main and most important outstanding issue for the BIA Master Planning exercise to address. The White Paper says that Airport Master Plans, in setting out proposals for Airport development up to 2015, " .... should detail proposals for surface access ...." (paragraph 12.8). In particular, the White Paper highlights the need for a robust strategy to be developed for improving surface access to BIA (paragraph 9.21), through close working between the Airport and the road and rail transport delivery agencies, to address improvements to public transport usage and the capacity of motorways and other roads serving the Airport (paragraphs 9.21 and 9.22). The remainder of this report therefore sets out the County Council's assessment of the Airport's surface access proposals contained in the draft Master Plan.

2.   BIA Surface Access Proposals

Background

2.1   Section 9 of the Draft BIA Master Plan sets out the Airport's proposals for surface access to accompany its proposed expansion.

2.2   The Master Plan recognises that the growth of BIA will place increased demands on the surface transport network and systems. The document sets out the strong position that the Airport is in, in terms of its proximity to the motorway and trunk road network and the West Coast Main Line. The draft Master Plan sets out the current surface access arrangements at BIA, and the investment that has been made over the last ten years in making improvements to multi-modal interchange, bus and coach facilities, and the Air-Rail Link between the Airport and Birmingham International Railway Station. The Plan identifies the need for the Airport to continue to work in partnership with others to deliver further improvements to surface access for both users and employees.

2.3   The current Surface Access Strategy for the Airport was prepared in 2000, and covered a five-year period up to 2005. The draft Master Plan makes a commitment to produce a new Surface Access Strategy by the end of 2005. The Airport has subsequently confirmed that this new Strategy will now not be available for consultation until later in 2006. The County Council's main observations on surface access issues have therefore been necessarily limited at this stage to the information provided in the draft Master Plan. Whilst the new Surface Access Strategy will only provide proposals for the period up to 2010, it is hoped that a number of the concerns of the County Council set out below will

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be more satisfactorily addressed than is done so at present within the draft Master Plan.

2.4   The Airport has taken advice from consultants on a number of issues in relation to the proposed expansion of the Airport during the preparation of the draft Master Plan. The technical work to support the development of the surface access proposals has not been made available to the County Council or any other of the Airport's key stakeholders. This issue is of concern to the County Council and has contributed towards the limited analysis that is possible of the material which is presented in the draft Master Plan.

Highway Access and Car Parking

2.5   Whilst the Airport acknowledges that their proposals would produce extra traffic within the vicinity of the Airport and on roads managed by the Highways Agency (i.e. motorways and trunk roads), the document does not include any quantification of this impact. Given the location of the Airport, it is likely that any increases in traffic will be felt most noticeably in Solihull and Warwickshire. However without any evidence from the Airport on predicted changes to highway flows it is difficult to predict what the scale of this impact on the County will be.

2.6   Increasing the size of the Airport and providing more long haul flights will undoubtedly mean passengers will switch from other airports. This in turn will mean more traffic will access the Airport from a longer distance. Currently airports in the south of England (i.e. Gatwick and Heathrow) tend to cater for the majority of long haul flights for people in the Midlands. There is limited mention in the draft Master Plan of this issue, and what the scale of this switch is likely to be. The draft Master Plan does however predict that passengers within a 90 mile radius of BIA are likely to be attracted away from the congested routes into airports such as Luton, Stanstead, Gatwick and Heathrow. This assumption is not however quantified.

2.7   There is no information regarding mitigation measures to alleviate any problems caused by the extra traffic associated with the airport, or any commitment towards funding the delivery of such measures.

2.8   The draft Master Plan proposes a significant increase in the amount of car parking at the Airport. By 2030, the Plan suggests that even with a proposed public transport modal share of 25% (see below), a total of 41,350 parking spaces will be needed to serve BIA. This would be made up of short and long stay customer parking, staff/employee parking and car hire spaces. The future year extra staff/employee car parking spaces appear to be out of proportion compared to estimated National Traffic Forecasts for 2030. It is also felt that this scale of parking will undermine the provision and use of sustainable modes to access the Airport, particularly for employees.

Public Transport

2.9   Integration between all public transport modes is important in improving the effectiveness and efficiency of the transport network to access BIA, and should be given greater emphasis in the document. In addition the draft Master Plan

does not make reference to passenger information improvements. Furthermore the document does not provide details of an implementation plan/programme for the proposed public transport improvements or how the Airport intend to fund them.

2.10   The draft Master Plan recognises that there is a need to expand and improve the 'Airport Bus Network' particularly in meeting the needs of Airport employees and to provide better non-car access. Whilst this is welcomed, it is felt that greater reference should be made to the key Birmingham International Airport North East Catchment Area (BIANCA) study recommendations, which BIA has previously endorsed. Reference should also be made to the County Council's LTP Bus Strategy proposals, particularly those which have a direct relationship to the Airport including the development of links to BIA/NEC from both the north and south of the M42 corridor, and the dedicated coach link to Coleshill Parkway.

2.11   Coleshill Parkway is recognised in the draft Master Plan as delivering significant improvements to accessing BIA. The County Council continues to be one of the key drivers to the successful delivery of Coleshill Parkway, and considers that it will be mutually beneficial to work with the Airport to deliver the LTP Passenger Rail Strategy, particularly in view of the likely increased travel demand between the County and the Airport. It is also considered that the draft Master Plan should give a greater commitment in relation to the improvements in the following rail corridors:-

(i)   Birmingham – Leicester – Peterborough; and

(ii)   Coventry – Leamington – Oxford – Reading and the South Coast.

2.12   The document makes only a passing reference to the 'International Connection' rail line reinstatement between Whitacre Junction (near Shustoke) and Birmingham International, which would provide direct access by rail between the East Midlands and BIA/NEC. Although this is a long term recommendation of the BIANCA study, it is the type of sustainable surface access proposal which the Airport should be considering in relation to the planned expansion of BIA.

Public Transport Mode Share

2.13   Modal share for access by public transport to/from the Airport for users and employees is currently 18% based on data from 2005. The draft Master Plan sets a target to increase this to 25% by 2030, although it is not clear how this figure has been identified and what benchmarking against similar targets for other comparable airports has been undertaken. The document does not provide specific details as to how the target will be achieved, or what elements of the Airport expansion will trigger specific surface access improvements.

Taxis and Private Hire Vehicles

2.14   The draft Master Plan contains a short paragraph which recognises the important role that taxis and private hire vehicles play for business travellers and tourists using the Airport. A commitment is made in the Plan to continue to

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provide facilities for taxis and private hire vehicles. The County Council's Aviation (Surface Access) and Public Transport Interchange Strategies contained within the LTP both seek a commitment to improve the level of provision for taxis and private hire vehicles at the Airport, particularly in terms of providing better waiting facilities and other user requirements.

Cycling and Walking

2.15   The coverage of pedestrian and cycling issues in the draft Master Plan is brief and lacks any substantial detail on the opportunities that these modes offer to accessing the Airport by non-car modes. The potential for cycling as mode of transport to work for employees is not fully recognised in the Plan, and should be promoted for those who live within five miles of the Airport. There is also no mention of the proposed cycle link between Coleshill and BIA/NEC. The Airport has previously indicated that it is keen to work in partnership with both Solihull Metropolitan Borough Council and the County Council to develop this scheme, which is identified as an aspiration in the Northern Warwickshire Area Chapter of the new LTP.

Travelwise and Green Travel Plans

2.16   The Airport Company has a Green Commuter Plan (which includes a Green Travel Plan) and is a member of the Travelwise scheme. The draft Master Plan makes a commitment to the development of the Green Travel Plan for both passengers and employees, including the preparation of a new Green Commuter Plan for staff employed at the Airport.

2.17   With 79.2% of staff relying on private car to commute, it is clear that BIA will need to invest in both services and infrastructure to reduce this figure and meet their modal share targets for access by sustainable modes. The identification of possible charging/restrictions for staff parking should have an impact on travel choices, especially if the charging regime were comparable with bus or rail fares. Should the monies raised from charging be ring fenced, then they could be utilised to subsidise additional public transport services or fares. Clearly, the cheaper the tickets are, the more staff are likely to consider using public transport services and relying less on the private car.

2.18   It is suggested that the Airport consider operating a private flexi-minibus for staff that live within a 10 mile radius of the Airport, and whom cannot utilise conventional bus and rail services due to their shift patterns. Coventry Airport have recently begun operating such a service for its employees, and its popularity is understood to be increasing month by month.

3.   Surface Access Policies

3.1   The draft Master Plan contains a list of policies in relation to surface access, covering the preparation of policy documents, access by road, car and vehicle parking, access by public transport, and landside circulation (internal transport movements). While some of these policies mirror those within the LTP, a number would benefit from being more closely aligned with the County Council's proposals and aspirations for better surface access to BIA.

Warwickshire
County Council

3.2 The key weakness of the surface access policies is that they are not reinforced with an Action Plan or any commitment towards funding specific proposals. The Airport has indicated however that it is keen to work with all its partners to deliver surface access improvements over the lifetime of the Master Plan.

4. Commitment of the County Council to improving Surface Access to BIA

4.1 The Warwickshire LTP 2006 contains a number of committed and proposed improvements which will be of direct benefit to improving non-car access to BIA. These include:-

(i) Implementation of Coleshill Parkway railway station, which will be served by a network of new/enhanced bus services and infrastructure, most of which will serve BIA/NEC.

(ii) Development of a dedicated coach link between Coleshill Parkway and BIA/NEC, to make public transport a valid alternative long distance access to the Airport, particularly from the East Midlands.

(iii) Development of a strategic Quality Bus Corridor between Tamworth, Kingsbury, Hams Hall, Coleshill, BIA/NEC and Stratford-upon-Avon.

(iv) Development of a dedicated cycle route between Coleshill and BIA/NEC.

4.2 These measures will be either implemented or developed further during the forthcoming LTP period.

5. Conclusions

5.1 It is recommended that in its response to the consultation, the County Council raise the following areas of concern with the Airport regarding surface access:

(i) The lack of progress in producing a new Airport Surface Access Strategy.

(ii) The lack of evidence presented alongside the proposals contained within the draft Master Plan, particularly in relation to predicted changes to highway flows on the motorway/trunk road network and local roads within both Solihull and Warwickshire.

(iii) The significant number of parking spaces which are to be provided at the Airport by 2030, and the negative impact this may have on the provision and use of sustainable modes, particularly for employees.

(iv) The lack of reference in the draft Master Plan to a number of key transport proposals which are promoted in the Warwickshire Local Transport Plan, particularly public transport and cycling schemes.

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(v)   The lack of substantive evidence to support how the 25% future year public transport mode share target has been identified and how the target will be achieved.

(vi)   The lack of any specific proposals to support access to the Airport for taxis and private hire vehicles, including passenger waiting facilities.

(vii)   The impact of a number of the draft Master Plan proposals in potentially undermining the Airport's Green Travel Plan and its commitment towards the Travelwise initiative; and

(viii) The overall lack of specific commitment by the Airport to funding surface access mitigation measures to support the airport expansion detailed in the draft Master Plan.

JOHN DEEGAN
Strategic Director of Environment and Economy
Shire Hall
Warwick

9th February 2006

Warwickshire
County Council

AGENDA MANAGEMENT SHEET

Name of Committee	**Cabinet**
Date of Committee	**23rd February 2006**
Report Title	**Review of Contract Standing Orders**
Summary	This report summarises the outcome of the phase 2 review of the Council's Contract Standing Orders and proposes amendments to be endorsed by Cabinet and to be approved by Council.
For further information please contact:	Catherine Witham Senior Solicitor Legal Services Tel: 01926 418167 *catherinewitham@warwickshire.gov.uk*
Would the recommended decision be contrary to the Budget and Policy Framework?	No
Background papers	*A copy of the revised Contract Standing Orders and Contract Standing Orders for Schools showing the changes has been placed in each of the member group rooms. A 'clean copy' without tracked changes is also available upon request from Catherine Witham tel: 01926 418167 or email: catherinewitham@warwickshire.gov.uk*

CONSULTATION ALREADY UNDERTAKEN:- Details to be specified

Other Committees	☒	Standards Committee, 31.1.06
Local Member(s)	☐	
Other Elected Members	☒	Councillors David Booth, George Atkinson and Frank McCarney
Cabinet Member	☒	Cllr Cockburn
Chief Executive	☐	
Legal	☒	Reporting Officer - David Carter, Strategic

Warwickshire County Council

Director of Performance & Development
Catherine Witham, Senior Solicitor

Finance   ☒

Chris Juckes, Head of Projects
Garry Rollason, Audit Services Manager
Lynn Joyce, Audit Team Leader
Tania Kiff, Principal Auditor

Other Strategic Directors   ☒   David Clarke, Strategic Director of Resources

District Councils   ☐

Health Authority   ☐

Police   ☐

Other Bodies/Individuals   ☒   Mr Bridgeman, Chair of Standards Committee

Contracts co-ordinators from all departments
under the Council's previous structures

Paul White, County Procurement Manger

FINAL DECISION   NO

SUGGESTED NEXT STEPS: Details to be specified

Further consideration by   ☐
this Committee

To Council   ☒   21 February 2006 or 14 March 2006

To Cabinet   ☐

To an O & S Committee   ☐

To an Area Committee   ☐

Further Consultation   ☐

Warwickshire
County Council

Cabinet – 23rd February 2006

Review of Contract Standing Orders

Report of the Strategic Director of Performance & Development

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Recommendation

That Cabinet endorses the amendments proposed to Contract Standing Orders and Contract Standing Orders for Schools as set out in this report and recommends their approval by the County Council.

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1.   General Background

1.1   The purpose of Contract Standing Orders (CSOs) is to ensure probity and value for money in the letting and entering of contracts. CSOs for Schools must be followed if contracts are being arranged by schools. Wherever possible CSOs for Schools are identical to CSOs and there are very few differences.

1.2   This review of CSOs follows the Council's commitment to keep its internal controls under review. The last full review of CSOs was undertaken in 2004 and previous to that 1999, although some minor amendments were made to take into account changes resulting from the adoption of the new constitution in 2001.

1.3   This review has not sought significantly to change the format or style of CSOs, but rather has been designed to update contracting rules and make provision for new developments in areas that are of particular relevance to local government. It also seeks to remedy particular difficulties that have been highlighted through experience of CSOs in practise or identified by internal audits.

1.4   Members should note that electronic procurement toolkits are being developed to assist compliance with CSOs and CSOs for Schools. It is expected that these will be available from Spring 2006. The electronic toolkits will provide officers and schools undertaking procurement exercises with further information, guidance, standard documentation, and assistance in keeping within the Council's internal rules, UK and EU laws, complying with best practice, and obtaining best value.

Warwickshire
County Council

1.5   The Standards Committee on 31 January 2006 recommended endorsement by the Cabinet and approval by the County Council of the proposed changes.

2.   Outcome   - Contract Standing Orders

2.1   Each Department that existed under the Council's previous structures was given the opportunity to comment on the review of CSOs through their nominated Contracts Co-ordinator. Treasurers (including Internal Audit) and the County Procurement Unit were also fully involved in the review process.

2.2   A number of minor changes are proposed for clarification purposes and as a result of the expected implementation of the procurement toolkits. A number of other minor changes are also proposed as a result of the modernisation of the Council and the introduction of the new structures.

2.3   Otherwise, the outcome of the review process has resulted in amendments being proposed in the following key areas.

   2.3.1   A number of changes are being proposed as a result of draft amendments to the UK procurement Regulations which implement the European Court of Justice 'Alcatel' judgement. Although the amendments to the Regulations are only in draft form, we are expected to comply with immediate effect. Specifically, in relation to contracts governed by the full EU procurement rules:

   - We are required to implement a 10-day standstill period between the communication of the award decision to the successful tenderer and entering into a contractually binding agreement.

   - The notice of our award decision must contain certain specified information.

   - We must provide an additional debriefing to unsuccessful tenderers where that is requested.

   2.3.2   One of the main aims of the new EU procurement rules that come into force on 31st January 2006, is to encourage the use of electronic purchasing mechanisms by making explicit provision for their use. The Council is keen to make increased use of electronic procurement. It is therefore proposed to amend CSOs to include provision for the use of eAuctions and dynamic purchasing systems. More detailed requirements and further guidance will be set out in the Procurement Code of Practice.

   2.3.3   It is proposed to make clearer the requirements in relation to framework agreements, in particular in relation to:

   - the conduct of mini-competitions under framework agreements;

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- the content of Contract Notices for contracts that are subject to the full EU procurement rules.

2.3.4 To aide clarity and prevent misunderstanding, it is proposed that Directorates which use consultants and/or agents shall be required explicitly to ensure that such people act and operate in accordance with the Council's internal rules, and all relevant UK and EU laws. Directorates will also be required to retain documentary evidence that this requirement has been complied with.

2.3.5 In accordance with good practice, it is proposed that officers shall be required to publish any tender scoring system or similar tender evaluation model to be used prior to the issue of the invitation to tender. In accordance with EU law it is also proposed that officers will be required to notify suppliers of any weightings used.

2.3.6 To provide officers with greater guidance, it is proposed that a notional level of £30,000 be included as the point at which tenders as opposed to quotations should be sought.

2.3.7 It is proposed to add further guidance in respect of the selection and evaluation stages of a procurement exercise, and in particular the rules relating to Pre-Qualification Questionnaires.

2.3.8 The Council is increasingly working in partnership with the private, voluntary and public sectors. Amendments are proposed to provide greater guidance and clarity in relation to the approvals and controls needed for the successful operation and management of such arrangements.

2.3.9 It is proposed to update Form 2 that is used to apply for a variation from recommended insurance levels. The proposed changes to the format and content make the Form clearer and require applicants to provide the decision-makers (Strategic Director of Performance & Development and the Strategic Director of Resources) with more detailed information on which their decisions will be based.

3. Outcome - Contract Standing Orders for Schools

3.1 The Education Department that existed under the Council's previous structure was given the opportunity to comment on the proposed changes to CSOs for Schools, as well specialist education legal advisors and Treasurers (including Internal Audit).

3.2 A number of minor changes are proposed for clarification purposes and as a result of the expected implementation of the procurement toolkits. A number of other minor changes are also proposed as a result of the modernisation of the Council and the introduction of the new structures.

3.3 Otherwise, the outcome of the review process has resulted in amendments being proposed in the following key areas

Warwickshire
County Council

3.3.1   It is proposed to make a number of changes as a result of draft amendments to the UK procurement Regulations which implement the European Court of Justice 'Alcatel' judgement. These are very similar to the changes being proposed in relation to general CSOs (see paragraph 2.3.1 above).

3.3.2   It is proposed to provide further guidance to make clear that people that are paid on an hourly basis by schools are classified as 'employed' and therefore must be paid through the payroll.

3.3.3   It is proposed to emphasise the importance of the correct valuation of contracts by schools as this largely determines the correct procurement procedure to be followed.

3.3.4   It is proposed to provide clearer guidance to schools as to when it is appropriate for them obtain bespoke legal and financial advice in relation to particular procurement exercises.

3.3.5   It is proposed to make clear that schools are required to check the financial situation of a proposed supplier, via the Strategic Director of Resources, prior to entering into a contractual relationship.

3.3.6   In order to provide schools with greater guidance, it is proposed that a notional level of £30,000 be included as the point at which tenders as opposed to quotations should be sought.

3.3.7   It is proposed to delete those few sections of CSOs for Schools that originally were copied from the Council's general CSOs and are not relevant to schools.

3.3.8   It is proposed to include greater guidance as to where schools may obtain further information in order to undertake procurement exercises in line with the council's internal rules and in accordance UK and EU laws and best practice.

3.3.9   It is proposed to make amendments to the Forms by which schools may apply for an exemption from tendering, or a variation to the insurance levels, so that they are consistent with the Forms used under general CSOs in order to avoid confusion.

4. Conclusion

Support is requested for the proposed amendments to CSOs, and CSOs for Schools, as set out in this report.

David Carter
Strategic Director of Performance & Development

6th February 2006

Warwickshire
County Council

AGENDA MANAGEMENT SHEET

Name of Committee	**Cabinet**
Date of Committee	**23 February 2006**
Report Title	**Irrecoverable Debts**

Summary

Authority is requested to write off 39 irrecoverable debts, which the County Solicitor has advised he is unable to pursue any further.

For further information
Please contact:

Philip Lumley-Holmes
Financial Services
Manager
Tel: 01926 412443

Ravi Virk
Head of Debt
Prevention, Cashiers
and Support Team
Tel: 01926 418657

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

No.

Background papers   None

CONSULTATION ALREADY UNDERTAKEN:-   Details to be specified

Other Committees	☐	....
Local Member(s)	☐	
Other Elected Members	☐	....
Cabinet Member	☒	Cllr Colin Hayfield, Adult and Community Services
Chief Executive	☐	....
Legal	☒	Jane Pollard, Assistant County Solicitor, Legal Services
Finance	☐	....
Other Chief Officers	☐	....
District Councils	☐	....
Health Authority	☐	....
Police	☐	....

Other Bodies/Individuals ☐ ....

FINAL DECISION   YES

SUGGESTED NEXT STEPS: Details to be specified

Further consideration by   ☐ ....
this Committee

To Council   ☐ *..*

To Cabinet   ☐

To an O & S Committee   ☐ ....

To an Area Committee   ☐ ....

Further Consultation   ☐ ....

Warwickshire
County Council

Agenda No

Cabinet - 23 February 2006

Irrecoverable Debts

Report of the Strategic Director of Adult, Health and Community Services

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Recommendation

That the 39 debts amounting to £122,167.45 be written off as irrecoverable.

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1.   Introduction

I am currently pursuing a number of outstanding debts with the County Solicitor and at this stage he has advised that in the case of the 39 Debtors listed on the Appendix he is either unable to pursue these any further or it would be uneconomical to do so. I would therefore propose these debts, totalling £122,167.45 be written off as irrecoverable and met from the Provision for Bad Debts of £239,000. For information the Department collects over £20 million income p.a. from clients and other organisations.

2.   Every endeavour is made to prevent debts arising. However, the Department has regular meetings with legal colleagues to pursue debts including making arrangements to pay in instalments. It is only as a last resort that we seek Cabinet write off. For the most part the debts have accrued from clients who have since died with little or no resources. In addition, some are where there have been difficulties with appointees or other individuals or family acting on behalf of the clients.

3.   In a few cases there are other issues involved and these are outlined further below.

4.   *Mrs A* - In this case Mrs A's daughter made a complaint in respect of the care provided for Mrs A to the Commission for Social Care and Inspection (CSCI). She refused to pay charges up to the 4 October 2004, when Mrs A was discharged to hospital and subsequently died. Part of the complaint was upheld and on review of all paperwork legal advice is that the debt is now irrecoverable.

5. *Miss X* – This involved a complaint about advice received. It was concluded that information given by social work staff might have been misinterpreted initially. All ongoing fees are now being paid, but it is proposed to write off outstanding fees up to the resolving of the complaint. In addition staff have been given further advice on the giving of information to clients in order to avoid misinterpretation in the future.

6. Mrs Z – Mrs Z's son is responsible for third party charges. Although he signed a contract for a change in rooms he disputes he was made aware that this was at a higher charge. He continued to pay the fee originally agreed, but refused to pay the extra. There is no evidence he was actually informed of the increase and advice is that it is no longer appropriate to pursue this debt.

7. *Mrs A4* – There was a period from April 2000 to November 2000 when there were difficulties finding an appointee. This was further complicated by delays in obtaining information from the Department of works and Pensions. Although there was initial correspondence from Mrs A4's son this ceased. Advocacy Alliance are now acting for Mrs A4 and ongoing bills are being paid. It is now felt inappropriate to pursue the arrears from the earlier period.

8. *Mrs A7* – Mrs A7's son offered to assist with her finances. It became apparent that Mrs A7 was financially abused by her son. Unfortunately Mrs A7 does not have the mental capacity to recognise the above so that it is not possible to bring a case against the son. Advocacy Alliance are now assisting with ongoing financial support, but there are no funds to clear the outstanding debt.

9. *Mrs A11* – In this case correspondence was entered into with solicitors in respect of Mr A11's son who went to Singapore. Eventually, Mr A11 went to live with his son, but there has been no response to correspondence. It is not cost effective to pursue this debt.

10. *Foster Care* – A claim for overpayment to a former foster carer was pursued through the County Courts. Enquiry Agents were instructed but the debtor had changed address. All avenues have been explored.

11. *Salary* – A claim for overpayment to a former employee has been pursued through the County Court. A warrant of execution followed resulting in enough payment to cover court costs. A further warrant was issued but bailiffs indicated there were no assets to be realised

GRAEME BETTS
Strategic Director of Adult, Health and Community Services
Shire Hall
Warwick

Feb 2006

Warwickshire
County Council

Client	Amount Outstanding £	Reasons for write off			
		No Resources	Deceased	Appointee Issues	Other Issues
Residential Care					
Mrs A	2,433.21		✓		✓
Mr B	1,583.00	✓			
Mrs C	1,384.37	✓	✓		
Mrs D	1,282.03	✓	✓		
Mrs E	2,688.36	✓	✓		
Mr F	2,305.42	✓	✓		
Mrs G	2,014.59	✓	✓		
Mrs H	1,044.56	✓	✓		
Mrs I	3,590.81		✓	✓	
Mr J	1,723.42	✓			
Mr K	1,527.56	✓	✓		
Mrs L	2,885.12	✓	✓		
Mrs M	1,914.82	✓	✓		
Mr N	3,803.88	✓	✓		
Mrs O	10,631.82	✓	✓		
Mr P	8,526.48			✓	
Mrs Q	1,759.88	✓	✓		
Mr R	2,588.82	✓			
Mrs S	9,077.33	✓	✓	✓	
Mrs T	1,829.10	✓	✓	✓	
Mrs U	1,876.60	✓	✓		
Mr V	2,398.67	✓			
Mrs W	3,469.56	✓			
Miss X	3,523.11				✓
Mr Y	1,044.10	✓	✓		
Mrs Z	3,253.58		✓		✓
Mrs A1	4,012.32	✓	✓	✓	
Mrs A2	4,770.25		✓	✓	
Mr A3	1,325.00	✓	✓		
Mrs A4	3,573.64	✓			✓
Mrs A5	9,994,10			✓	
Mr A6	10,551.42	✓	✓	✓	
Mrs A7	5,551.96	✓			✓

Warwickshire County Council

Client	Amount Outstanding £	Reasons for write off			
		No Resources	Deceased	Appointee Issues	Other Issues
Day Care/Transport					
Miss A8	1,568.55	✓			
Mr A9	2,115.52	✓	✓		
Mr A10	1,883.38	✓		✓	
Mr A11	2,207.96				✓
Overpayments					
Foster Carer	3,010.32				✓
Salary	1,437.93				✓
TOTAL WRITE OFF	**122,168.45**				

Warwickshire County Council