

**AGENDA MANAGEMENT SHEET**

**Name of Committee** North Warwickshire Area Committee  
**Date of Committee** 16th November 2005  
**Report Title** Warwickshire Provisional Local Transport Plan 2005

**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. Area Committee is invited to comment on the proposals contained in the Plan for the Northern Warwickshire Area, and the Provisional allocation of resources set out in the LTP Delivery Strategy.

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**Would the recommended decision be contrary to the Budget and Policy Framework?** Yes/No

**Background Papers** Full Guidance on Local Transport Plans (Second Edition) – Department for Transport (December 2004).

**CONSULTATION ALREADY UNDERTAKEN:-** *Details to be specified*

- Other Committees  Cabinet 30th June 2005  
 All Area Committees – November 2005
- Local Member(s)  .....
- (With brief comments, if appropriate)
- Other Elected Members  .....
- Cabinet Member  Councillor M L M Heatley – For information  
 (Reports to The Cabinet, to be cleared with appropriate Cabinet Member)
- Chief Executive  .....

- Legal  I Marriott - Agreed
- Finance  .....
- 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  For approval of the Final LTP in March 2006.
- To Cabinet  For approval of the Final LTP in February 2006.
- To an O & S Committee  For reporting the findings of the Provisional LTP consultation in January 2006.
- To an Area Committee  .....
- Further Consultation  .....

**North Warwickshire Area Committee – 16th November 2005**

**Warwickshire Provisional Local Transport Plan 2005**

**Report of the Director of Planning, Transport and  
Economic Strategy**

**Recommendation**

That Area Committee provides comments on:-

1. The Northern Warwickshire Chapter of the Provisional Local Transport Plan (LTP) for inclusion in the Final LTP submission, as reproduced in **Appendix A**.
2. The Provisional allocation of resources set out in the LTP Delivery Strategy, as reproduced in **Appendix B**.

**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 will influence the supported borrowing available for a range of transport improvements, including public transport, walking, cycling, traffic management, safer routes to school, casualty reduction and road/bridge maintenance.
- 1.2 The Provisional LTP was submitted to the Department for Transport in July. The County Council must produce a Final version of the LTP by March 2006. As part of the development of the Final Plan, a consultation has been undertaken during the Autumn using the Provisional Plan to seek views from the general public. The views of the five Area Committees on the proposals in each area of the County are a key input to this consultation process.

**2. The 2000 LTP**

- 2.1 The County Council submitted its first Full LTP in July 2000, which covered the five year period from 2001/2 – 2005/6. In line with Government guidance, the County Council has submitted an Annual Progress Report (APR) to the Department for Transport (DfT) 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. The County Council has made significant progress in the following areas during the first LTP period:-

- (i) Local safety improvements, resulting in a reduction in the severity and occurrence of casualties on the highway network.
  - (ii) Improvements to walking and cycling facilities.
  - (iii) Implementation of a programme of Safer Routes to School.
  - (iv) 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).
  - (v) Provision of better multi-modal facilities at interchanges at a number of locations across the County.
  - (vi) Traffic management measures to address local and area wide issues.
  - (vii) Better facilities for people with some form of physical, mental or sensory impairment.
  - (viii) A programme of road and bridge maintenance throughout the County.
- 2.2 In North Warwickshire this has included the introduction of a fifth 'Flexibus' to serve the area, the 'wheels to work' initiative, the innovative 'Buster Werkenbak' (bus to work and back) and 'Buzz' dial-a-ride schemes, a number of safer routes to school improvements, casualty reduction measures across the area to reduce the occurrence and severity of road traffic accidents, and numerous other smaller schemes such as pedestrian crossings. A considerable amount of work has also been undertaken during the first LTP period to develop the proposals for Coleshill Parkway, which will hopefully be delivered within the next 12-18 months.

### **3. LTP Guidance**

- 3.1 In December 2004, DfT issued guidance to all Highway Authorities on their requirements for the preparation of the second LTP, to cover the period from 2006/7 – 2010/11. DfT invited a Provisional LTP submission to be made by July 2005, with a Final LTP due by the end of March 2006.
- 3.2 The guidance sets out a change in approach from the first LTP, with a strong emphasis on delivering the following priorities:-
- (i) Improving accessibility;
  - (ii) Making roads safer;
  - (iii) Reducing congestion; and
  - (iv) Improving air quality.
- 3.3 These four 'shared priorities' for transport were agreed in 2002 by Central Government and the Local Government Association (LGA). As such, the County

Council is already committed to helping deliver improvements in these priority areas.

- 3.4 In response to the LTP guidance, the County Council has reviewed its Road Safety Plan, 'A Safer Way to Go', and has produced three new strategies covering Accessibility, Congestion and Air Quality. These can all be found in Part 2 of the Provisional LTP. A copy of the LTP can be viewed on the Warwickshire Web ([www.warwickshire.gov.uk/ltp](http://www.warwickshire.gov.uk/ltp)).
- 3.5 Having reviewed the underlying principles contained in the first LTP and the four transport shared priorities described above, the County Council is of the view that the fundamental elements of the County's Transport Strategy and the original LTP objectives can be taken forward into the second LTP.
- 3.6 Three other issues have arisen from the LTP guidance. These are:-
  - (i) The requirement for the County Council to produce a Rights of Way Improvement Plan (ROWIP);
  - (ii) The strong encouragement for the County Council to produce a Transport Asset Management Plan (TAMP); and
  - (iii) The requirement (under EU legislation) for the LTP to be subject to a Strategic Environmental Assessment (SEA).
- 3.7 A draft Countryside Access and Rights of Way Improvement Plan (CAROWIP) has been prepared, and is currently subject to a consultation. The LTP includes a short section which sets out our progress on producing the CAROWIP.
- 3.8 Work on producing a TAMP for the County has begun. It is proposed to include early output from the TAMP in the Final LTP submission in March 2006. The Provisional LTP includes a short report on our progress to date in producing the TAMP.
- 3.9 In terms of undertaking an SEA of the LTP, the County Council commissioned Arup to prepare an Environmental Report to summarise the output of the SEA. The Environmental Report has been subject to consultation in parallel with the Provisional LTP.

## **4. Consultation**

- 4.1 The LTP guidance requires that the preparation of the second LTP be subject to an appropriate level of consultation with key stakeholders and the public. In preparing the Provisional LTP, the following consultation has been undertaken:-
  - (i) A consultation was undertaken with the LTP Wider Reference Group in January/February 2004 to identify key issues for the second LTP;
  - (ii) A Citizens Panel Survey was carried out with Warwickshire residents, which reported in April 2004;

- (iii) Meetings of the County Council's Local Strategic Partnership Transport Theme Group were held in May 2004, November 2004, and March 2005;
  - (iv) A meeting of the LTP Wider Reference Group Meeting was held in March 2005;
  - (v) Meetings have been held with officers from the five District/Borough Councils and a number of the Town Centre Managers;
  - (vi) Meetings have been held with a number of the adjoining highway/transport authorities, including Centro (the West Midlands Passenger Transport Executive);
  - (vii) Targeted consultation has been undertaken with stakeholders on a number of the specific LTP mode/delivery strategies, including Stagecoach in Warwickshire and the Strategic Rail Authority;
  - (viii) Presentations have been made to interest groups, e.g. Local Cycle Forums and Access Groups;
  - (ix) Meetings with the Highways Agency have been held regarding trunk road and motorway issues within Warwickshire; and
  - (x) A number of meetings have been held with senior representatives from DfT and the Government Office for the West Midlands (GOWM). These meetings were particularly vital in shaping the content and structure of the Provisional LTP, and to understanding how the Plan will ultimately be assessed by Central Government.
- 4.2 As part of the LTP consultation held during the Autumn, exhibitions have been held around the County to promote awareness of the Plan and encourage feedback from the public. A DVD has also been produced which highlights the achievements of the last five years, and sets out the proposals contained in the new Plan. A copy of the DVD has been sent to all Members.
- 4.3 The results of the consultation exercise will be reported to the County Council's Environment Overview and Scrutiny Committee in January 2006.

## **5. Air Quality**

- 5.1 As noted earlier in this report, the County Council has prepared an Air Quality Strategy for inclusion in the Provisional LTP. This has been undertaken in conjunction with the five District/Borough Councils, who are responsible for monitoring air quality and preparing Air Quality Management Action Plans where exceedences occur. As the Strategy sets out, transport related NO<sub>2</sub> (Nitrogen Dioxide) exceedences have resulted in a number of Air Quality Management Areas (AQMAs) being designated across the County, including around the intersection of the M6/M42/A446 south of Coleshill. Responsibility for addressing this AQMA lies with the Highways Agency, given that it principally relates to traffic on the motorway/trunk road network.

## 6. LTP Proposals in Northern Warwickshire

6.1 Part Three of the Provisional LTP provides details of the transport proposals in each geographical area of the County. This includes a section covering Northern Warwickshire, which includes the majority of North Warwickshire Borough. Key proposals over the next five years include the following:-

- (i) Delivery of Coleshill Parkway, including the introduction of ten new buses to provide four bus services to serve the station from the surrounding area;
- (ii) Atherstone Bus Station upgrade;
- (iii) Transport and accessibility measures to support the Market Town Initiatives in Atherstone, Polesworth and Coleshill;
- (iv) Quality Bus Corridors for Nuneaton – Hartshill – Atherstone and Tamworth – Kingsbury – Hams Hall – Coleshill – Birmingham International Airport/National Exhibition Centre and points further south;
- (v) Investigation of the potential for an effective cycle link between Coleshill and Birmingham International Airport/National Exhibition Centre;
- (vi) Further Safer Routes to School initiatives in Atherstone, Polesworth and Coleshill;
- (vii) Consideration of the need for a bypass of Dosthill on the A51, in conjunction with Staffordshire County Council;
- (viii) Monitoring of the impact of the M6 Toll, in conjunction with the Highways Agency;
- (ix) Establishing agreement with the Highways Agency over the detrunking of the A38 between Minworth and Bassett's Pole and the A446 between Packington Crossroads and Bassett's Pole; and
- (x) The development of a strategy for the A5, in conjunction with the Highways Agency
- (xi) Implementation of Decriminalisation of Parking Enforcement (DPE) across the Borough.

6.2 The views of the Area Committee on the proposals contained in the Northern Warwickshire area chapter are sought. A full reproduction of this section of the Provisional LTP can be found in **Appendix A**.

## 7. The LTP Delivery Strategy

- 7.1 Part Four of the Provisional LTP sets out the proposed Delivery Strategy for the next five years. The Strategy is based on the financial 'planning guideline' figures provided to the County Council by DfT. The views of the Area Committee are sought on the proposed five-year LTP resource allocation plan contained in the Delivery Strategy. This table is reproduced in **Appendix B**.

JOHN DEEGAN  
Director of Planning, Transport and Economic Strategy  
Shire Hall  
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28th October 2005



**North Warwickshire Area Committee –  
16th November 2005**

**Warwickshire Provisional Local Transport Plan 2005**

**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:-

- (i) Nuneaton to BIA/NEC via Arley, Hams Hall and Coleshill;
- (ii) Atherstone to BIA/NEC via Baddesley, Kingsbury, Hams Hall and Coleshill;
- (iii) Tamworth to BIA/NEC via Kingsbury, Hams Hall and Coleshill; and
- (iv) Sutton Coldfield to Coleshill Parkway via Water Orton and Hams Hall.

These services will be operated by the latest low floor, easy access buses. Improvements to passenger information and bus stops at key locations will form part of the scheme. 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.

The development of Quality Bus Corridors will focus on two major routes over the next five years, Nuneaton to Tamworth via Atherstone; and the strategic link between Tamworth, Kingsbury, Hams Hall, Coleshill and 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 positively affect 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.

## **Introduction**

This section of the Local Transport Plan covers the area shown in Figure 3.4, which includes the towns of Atherstone, Polesworth, Coleshill and Kingsbury, 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 (Section 3.2). Its socio-economic characteristics however, are represented by statistics related to North Warwickshire Borough.

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.

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 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, Kingsbury 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 3.3 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%

## 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 principle 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, Polesworth and Kingsbury and providing links to the main employment sites, which 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:-

- (i) 102 killed or seriously injured; and
- (ii) 312 slightly injured.

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:-

- (i) The lack of public transport services in certain parts of the Borough, particularly the rural areas;
- (ii) Heavy flows of traffic on the trunk road and motorway network, and the resulting environmental impacts of noise and air quality;
- (iii) The lack of integration between modes, particularly at public transport interchanges; and



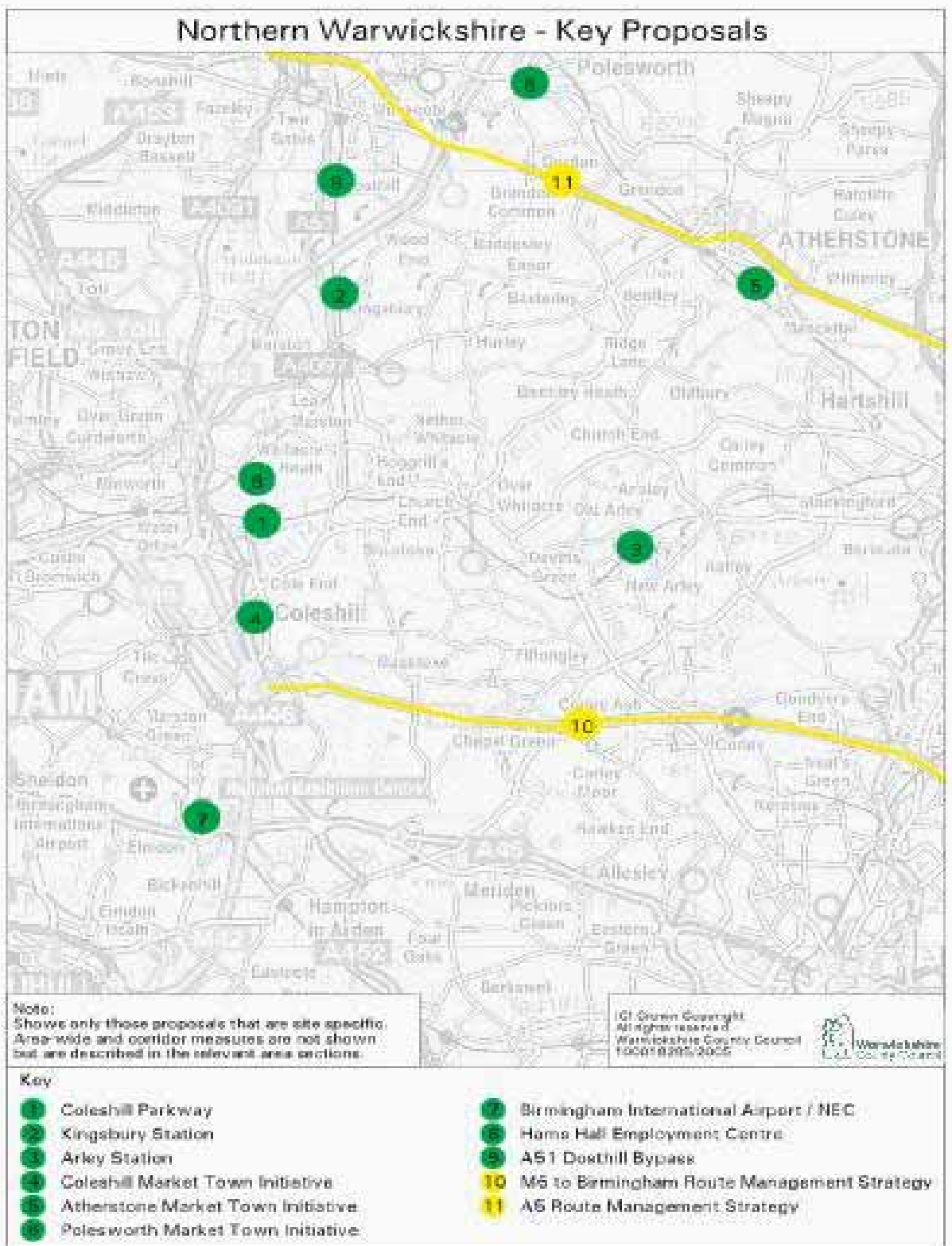
- (iv) The numbers of casualties resulting from road traffic accidents.

## **The Strategy**

### **General**

The Countywide Strategy set out in Part 2 of this LTP will be implemented in this area by:-

- (i) A continued focus on improving facilities for pedestrians, cyclists and motorcyclists;
- (ii) Continuing the implementation of the Safer Routes to School initiative;
- (iii) Promoting better public transport services (bus, rail and community transport), both in the towns and rural areas of the Borough;
- (iv) Improving facilities for transport interchange at key bus and rail facilities (including the delivery of Coleshill Parkway);
- (v) Improving the management and condition of the transport asset of the area;
- (vi) Continued maintenance of the highway network, including bridges;
- (vii) Integrating land development proposals with accessibility improvements;
- (viii) Securing the provision of travel plans in relation to major new development, and encouraging existing large trip generators to adopt their own travel plans;
- (ix) Controlling and managing car parking provision, and improving the enforcement of parking regulations;
- (x) Promoting alternatives to the use of the private car; and
- (xi) 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. Figure 3.6 shows an artist's impression of Coleshill Parkway. New bus services to the NEC and Birmingham International Airport have delivered greater accessibility despite the artificial barriers created by the motorway network.

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.



## 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,

Kingsbury and Coleshill. The lack of services however, between Kingsbury and Coleshill is a significant issue. The link between Atherstone and the villages to the east has been strengthened by the increase 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 majority of local bus services are provided by operators from adjoining areas, which can occasionally cause operational difficulties.

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, Polesworth and Coleshill 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, these trains have been replaced by buses and the County Council will seek the re-instatement of train services at the earliest opportunity (this is due to take place in June 2005). 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 'Primeline' 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:

- (i) Nuneaton - Hartshill - Atherstone; and
- (ii) 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 services:-

- (i) Nuneaton to BIA/NEC via Arley, Hams Hall and Coleshill;
- (ii) Atherstone to BIA/NEC via Baddesley, Kingsbury, Hams Hall and Coleshill;
- (iii) Tamworth to BIA/NEC via Kingsbury, Hams Hall and Coleshill; and
- (iv) Sutton Coldfield to Coleshill Parkway via Water Orton and Hams Hall.

Each service will be operated by the latest low floor, 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.

### **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 detrunked 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.



**North Warwickshire Area Committee –  
16th November 2005**

**Warwickshire Provisional Local Transport Plan 2005**

**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 the table below.

LTP Resources						
<b>LTP Resources</b>						
	2006-07	2007-08	2008-09	2009-10	2010-11	Total
	(£M)	(£M)	(£M)	(£M)	(£M)	(£M)
Maintenance	8.580	8.752	9.190	9.649	10.132	46.303
Integrated Transport	4.376	4.376	4.596	4.826	5.068	23.242

**Outline Allocation of Resources**

- The outline allocation of resources is set out in the table below. These assume that the LTP resources available are in line with the planning guidelines issued by DfT in December 2004. Additional resources such as developer resources are included where these have been secured.

Outline Allocation of Resources						
	2006-07	2007-08	2008-09	2009-10	2010-11	Total
<b>Integrated Transport Expenditure</b>						
Quality Bus Corridors	1,013	680	700	600	800	3,793
Other Improvements to Public Transport	240	260	190	140	120	950
Community Transport	20	110	60	50	70	310
South Warwickshire Quality Rail Partnership	120	150	150	110	110	640
Rugby Station Bus / Rail Interchange	0	0	0	100	0	100
Bishopton Park and Ride, Stratford	25	0	0	0	0	25
Warwick Town Centre Interim Traffic Management	270	0	0	0	0	270
Cycle Routes / Shared Use Routes	470	450	450	450	550	2,370
Cycle / Motorcycle parking and facilities	0	20	20	20	20	80

Pedestrian Routes	30	50	50	30	30	190
Signalled pedestrian / cycle crossing facilities	120	200	200	130	180	830
Unsignalled pedestrian crossing facilities	0	40	40	20	20	120
Safer Routes to School (cycle & pedestrian facilities)	590	700	700	580	580	3,150
School and Other Travel Plans	10	10	10	20	20	70
Casualty Reduction Schemes	640	700	700	700	800	3,540
Village Speed Reviews and Traffic Calming	240	200	200	150	250	1,040
Quality of Street Scene & Perceived Safety	0	50	50	50	50	200
Signal Upgrading Schemes (Variable Message Signing in Leamington)	35	0	0	0	0	35
Stratford upon Avon Transport Strategy	0	250	250	250	0	750
Decriminalisation of Parking	600	1,200	0	0	0	1,800
Nuneaton Town Centre Access Improvements	0	200	200	150	294	844
Rugby Town Centre and Pedestrian Priority	0	0	300	300	200	800
Bedworth Town Centre Pedestrian Priority	0	0	0	400	100	500
Traffic Management for Air Quality Management Areas	0	100	150	500	400	1,150
Other Traffic Management	65	106	76	0	200	447
Leamington Mixed Priority Project	38	0	0	0	0	38
Heathcote Junction Improvements	500	500	0	0	0	1,000
Other Junction and Network Improvements	0	100	100	76	274	550
Barford Bypass	720	0	0	0	0	720
<b>Total Integrated Transport Expenditure</b>	<b>5,746</b>	<b>6,076</b>	<b>4,596</b>	<b>4,826</b>	<b>5,068</b>	<b>26,312</b>
<b>Integrated Transport Income</b>						
LTP Integrated Transport	4,376	4,376	4,596	4,826	5,068	23,242
Unsupported Prudential Borrowing	600	1,200	0	0	0	1,800
SW Warwick (S106)	270	0	0	0	0	270
Heathcote (S106)	500	500	0	0	0	1,000
<b>Total Integrated Transport Income</b>	<b>5,746</b>	<b>6,076</b>	<b>4,596</b>	<b>4,826</b>	<b>5,068</b>	<b>26,312</b>
<b>Maintenance Expenditure</b>						
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			

<b>Total Maintenance Expenditure</b>	8,580	8,752	9,190	9,649	10,132	46,303
<b>Maintenance Income</b>						
LTP Maintenance	8,580	8,752	9,190	9,649	10,132	46,303
<b>Total Expenditure</b>	14,326	14,828	13,786	14,475	15,200	72,615
<b>Total Income</b>	14,326	14,828	13,786	14,475	15,200	72,615
<b>Summary - Integrated Expenditure</b>						
Public Transport	1,393	1,200	1,100	1,000	1,100	5,793
Traffic Management inc Park and Ride	1,033	1,856	976	1,600	1,194	6,659
Cycling and Walking	620	760	760	650	800	3,590
SRS	600	710	710	600	600	3,220
CRS	640	700	700	700	800	3,540
Traffic Calming	240	250	250	200	300	1,240
Junction Improvements	500	600	100	76	274	1,550
Barford Bypass	720	0	0	0	0	720
<b>Total</b>	5,746	6,076	4,596	4,826	5,068	26,312