

AGENDA MANAGEMENT SHEET

Name of Committee	Nuneaton and Bedworth Area Committee
Date of Committee	30th 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 North/South Corridor and the Nuneaton and Bedworth Urban Area, and the Provisional allocation of resources set out in the LTP Delivery Strategy.
For further information please contact	Adrian Hart Team Leader - 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	Full Guidance on Local Transport Plans (Second Edition) – Department for Transport (December 2004).

CONSULTATION ALREADY UNDERTAKEN:-

Details to be specified

Other Committees	<input checked="" type="checkbox"/> Cabinet 30th June 2005, All Area Committees November 2005.
Local Member(s) (With brief comments, if appropriate)	<input type="checkbox"/>
Other Elected Members	<input type="checkbox"/>
Cabinet Member (Reports to The Cabinet, to be cleared with appropriate Cabinet Member)	<input checked="" type="checkbox"/> Councillor M Heatley - for information

Chief Executive	<input type="checkbox"/>
Legal	<input checked="" type="checkbox"/>	I Marriott - agreed
Finance	<input type="checkbox"/>
Other Chief Officers	<input type="checkbox"/>
District Councils	<input checked="" type="checkbox"/>	Nuneaton and Bedworth Borough Council Cabinet, 19/10/05.
Health Authority	<input type="checkbox"/>
Police	<input type="checkbox"/>
Other Bodies/Individuals	<input type="checkbox"/>

FINAL DECISION

YES/NO

(If 'No' complete Suggested Next Steps)

SUGGESTED NEXT STEPS :

Details to be specified

Further consideration by this Committee	<input type="checkbox"/>
To Council	<input checked="" type="checkbox"/>	For approval of the Final LTP in March 2006.
To Cabinet	<input type="checkbox"/>	For approval of the Final LTP in February 2006.
To an O & S Committee	<input type="checkbox"/>	For reporting the findings of the Provisional LTP consultation in January 2006.
To an Area Committee	<input type="checkbox"/>
Further Consultation	<input type="checkbox"/>

**Nuneaton and Bedworth Area Committee –
30th 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 North/South Corridor and Nuneaton and Bedworth Urban Area Chapters 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 Nuneaton and Bedworth, this has included the introduction of three Quality Bus Corridors (Nuneaton to Camp Hill, Nuneaton – Bedworth – Longford, and Bedworth–Keresley–Prologis Park (under construction)), the Camp Hill Accessible Transport scheme (funded through the Government’s Urban Bus Challenge), interchange improvements at George Eliot Hospital, implementation of the Nuneaton Development Project (Phases 1 and 2), a number of pedestrian/cycle improvements (including the Wem Brook Trail, Maple Park bridge, River Anker bridge, and improvements to The Dingle), improvements to the Coventry Canal towpath between Camp Hill – Nuneaton – Bedworth, a number of casualty reduction schemes across the area to reduce the occurrence and severity of road traffic accidents, and numerous other smaller schemes such as pedestrian crossings.

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 have 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.
 - (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).
- 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).
 - (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 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.
 - (x) A number of meetings have been held with senior representatives from DfT and the Government Office for the West Midlands (GO-WM). 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, there are currently a number of areas near to or within Nuneaton town centre where transport related NO₂ (Nitrogen Dioxide) exceedences are close to triggering the designation of an Air Quality Management Area (AQMA). Officers from the County Council will continue to work with representatives from the Borough Council to monitor this situation.

6. LTP Proposals in the North/South Corridor and the Nuneaton and Bedworth Urban Area

- 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 Nuneaton and Bedworth. This area also forms the northern end of the North/South Corridor (Nuneaton-Bedworth-Coventry-Kenilworth-Warwick-Leamington Spa). Key proposals over the next five years include the following:-
- (i) A step-change in public transport in the North/South Corridor (conventional bus, bus rapid transit and heavy rail), including the provision of new railway stations at Hawkesbury, Bermuda/Griff and Galley Common.
 - (ii) Measures to support key sites and redevelopment opportunities in the North/South Corridor, including Camp Hill, Bermuda/Griff, George Eliot Hospital, Keresley (Prologis Park) and Coventry Arena.
 - (iii) Measures to support the Nuneaton and Bedworth Town Centre Masterplan.
 - (iv) Nuneaton Development Project Phase 3 (subject to funding approval from the Department for Transport).
 - (v) Quality Bus Corridors: Grove Farm–Stockingford–Nuneaton, Atherstone–Hartshill–Nuneaton, Long Shoot–Nuneaton, Nuneaton–Attleborough–Red Deeps–George Eliot Hospital, and Bedworth–Bulkington–Nuneaton.
 - (vi) Quality Bus Initiative: Arley/Birchley Heath–Nuneaton.
 - (vii) A444 Griff Roundabout signalisation.

- (viii) Further improvements to pedestrian/cycle facilities, including the Weddington Road cycleway.
 - (ix) Safer Routes to School (area-wide).
 - (x) Implementation of Decriminalisation of Parking Enforcement (DPE) across the Borough.
 - (xi) Ongoing work with the Highways Agency to improve the M6 between Junctions 2 and 3, and the A5 corridor.
- 6.2 The views of the Area Committee on the proposals contained in the North/South Corridor and Nuneaton and Bedworth Urban Area chapters are sought. A full reproduction of these sections 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
Warwick

14th November 2005

**Nuneaton and Bedworth Area Committee –
30th November 2005**

Warwickshire Provisional Local Transport Plan 2005

The North/South Corridor

Within Warwickshire, the North/South Corridor is made up of the two predominantly urban areas of Nuneaton/Bedworth and Warwick/Leamington Spa/Kenilworth/Whitnash. The problems and opportunities within these areas are discussed in the appropriate sections below. At a strategic level, the key issue within the corridor is the lack of a high quality public transport offer that does not require interchange within Coventry city centre. The County Council intend 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.

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.

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.

Warwickshire - North-South Corridor



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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 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.



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;
- 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

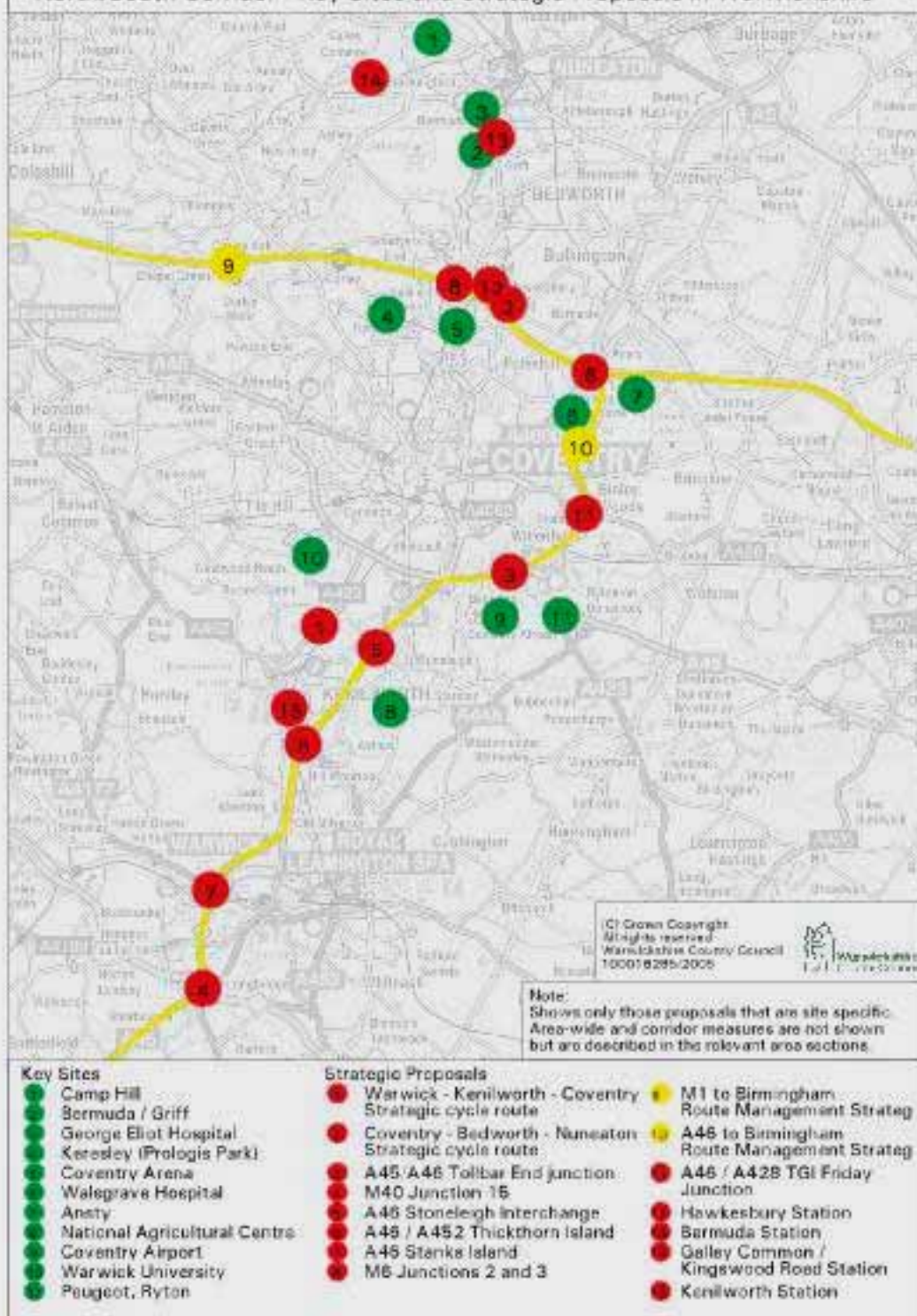
General

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.

North/South Corridor - Key Sites and Strategic Proposals in Warwickshire



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 of 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.

Our response to the need for a 'step change' in public transport in the North/South Corridor is set out later in this section of the LTP. The Final LTP submission in March 2006 will set out how the Partnership intend to take forward the recommendations of the study.

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:

- 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:

- 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 intends to publish a consultation master plan in Autumn 2005 on the proposed 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 from the A46;
- 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.

Public Transport

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. 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.

A detailed study of the short, medium and long term public transport options for the corridor has taken place on behalf of the Coventry/Solihull/Warwickshire Partnership. The study 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 (Jaguar) 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 is currently considering the findings of the study.

In light of the study findings, the following applications for Major Scheme funding during the next LTP period may be made in the North/South Corridor for the following measures:

- Warwickshire (Coventry 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;
- BRT enhancements – extension to Leamington Spa via Kenilworth; and
- Rail improvements – Kenilworth Station: rolling stock and works to allow through trains between Leamington Spa and Nuneaton via

Coventry to operate with some journeys continuing to London. In addition, a station to the south of Nuneaton may also form part of this bid.

Actions Required to Deliver a Step-Change in Public Transport Provision in the North/South Corridor				
	Heavy Rail	Light Rail	Bus Rapid Transit	Enhanced Bus
Up to 2007	<p>Seek funding for Coventry – Nuneaton 2tph</p> <p>Seek funding for Kenilworth Station and take opportunity to influence Coventry resignalling scheme</p>	No action proposed	<p>Seek funding for core section and Warwickshire extension from Coventry Boundary to Nuneaton</p> <p>Seek funding for extension to Kenilworth or Stoneleigh (subject to resolution of land use issues) if a business case can be established</p>	<p>Continue investment in “showcase” routes.</p> <p>Seek funding for Real Time Information System in conjunction with BRT</p>
2007-2011	<p>Implement Coventry – Nuneaton 2tph (and Arena Station in partnership with Coventry City Council)</p> <p>Implement Kenilworth Station</p> <p>Seek funding for extending Nuneaton – Coventry service to Leamington at 2tph</p>	No action proposed	<p>Implement core section</p> <p>Implement Kenilworth extension</p> <p>Seek funding for extension north to Galley Common if rail station not viable</p> <p>Seek funding for extension to Leamington Spa</p>	Finalise Enhanced Bus improvements

	<p>Seek funding for Marylebone – Coventry – Nuneaton service and additional rolling stock to operate this</p> <p>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</p>			
2011-2016	<p>Implement Chiltern Marylebone – Nuneaton service</p> <p>Implement Nuneaton – Coventry – Leamington at 2tph</p> <p>Seek funding for East Midlands – Oxford service and dive under at Nuneaton</p>	No action proposed	<p>Implement Galley Common extension</p> <p>Implement Leamington extension</p>	No action proposed

2016-2021	Implement East Midlands – Oxford service and dive under at Nuneaton	No action proposed	No action proposed	No action proposed
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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 proposals 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.

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. These are likely to include a grade separation of the A45/A46, which will relieve congestion for local traffic that will continue to use the main roundabout. The scheme is due to be delivered by the Highways Agency by 2010/11.

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, and comprises a grade-separated roundabout with six access/egress points.

A recent interim junction improvement has been built to provide additional circulatory carriageway width, and revised signal timings. The Highways Agency as part of its A46/M40/A40 Route Management Strategy is developing longer term plans for a full segregation of the A46 from the M40. The scheme is due to be delivered by the Highways Agency by 2010/11.

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 configured as two 'T' junctions at the top of the on/off slip roads. This arrangement can lead to congestion, particularly given the strong east-west flow of traffic on the Stoneleigh Road.

As part of the expansion of the NAC, this interchange will be upgraded with two small roundabouts to replace the existing 'T' junction configuration. This will significantly increase the capacity of this interchange throughout the day.

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, this roundabout will be signalised which will significantly 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 suffers from heavy congestion, particularly at peak periods. One of the key contributory factors for this is the number of car borne commuters going to and from Warwick and the close proximity of the IBM entrance and Warwick Parkway 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 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 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.

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 Section 3.2 of this part of the LTP.

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 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

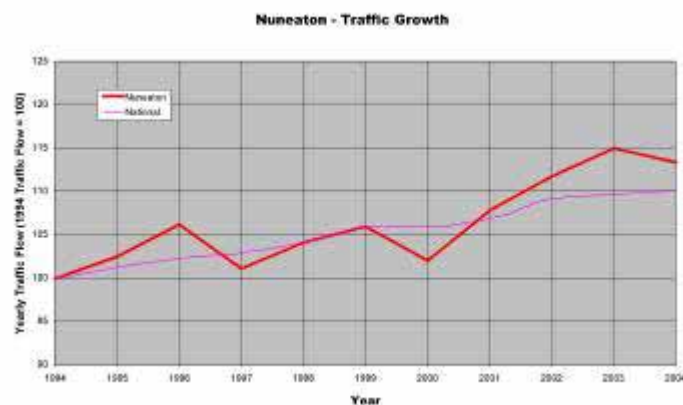
Although much of this part of the County is of an urban nature, the immediate hinterland of the two main towns is made up of high quality agricultural land. The west of the area enjoys a similar undulating topography as Northern Warwickshire, and the quality of the landscape is both varied and interesting. The area is also home to a number of historic properties, including Arbury Hall, and is crossed by the Coventry Canal.



Travel Patterns

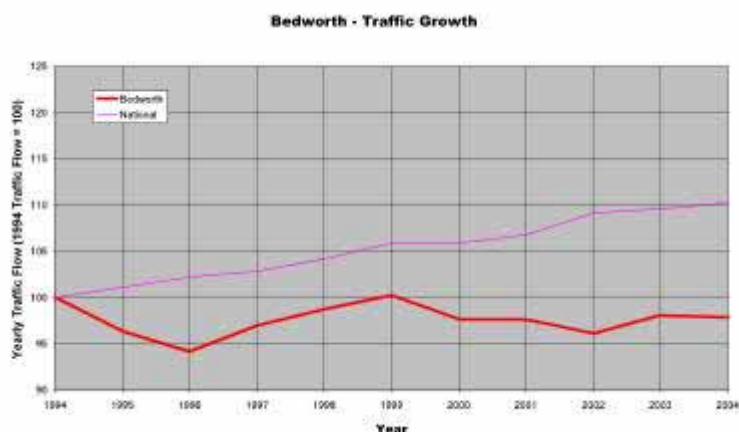
Road Traffic Growth

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%.



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.



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%

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%

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.



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.

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 exceedences 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 exceedence 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.

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

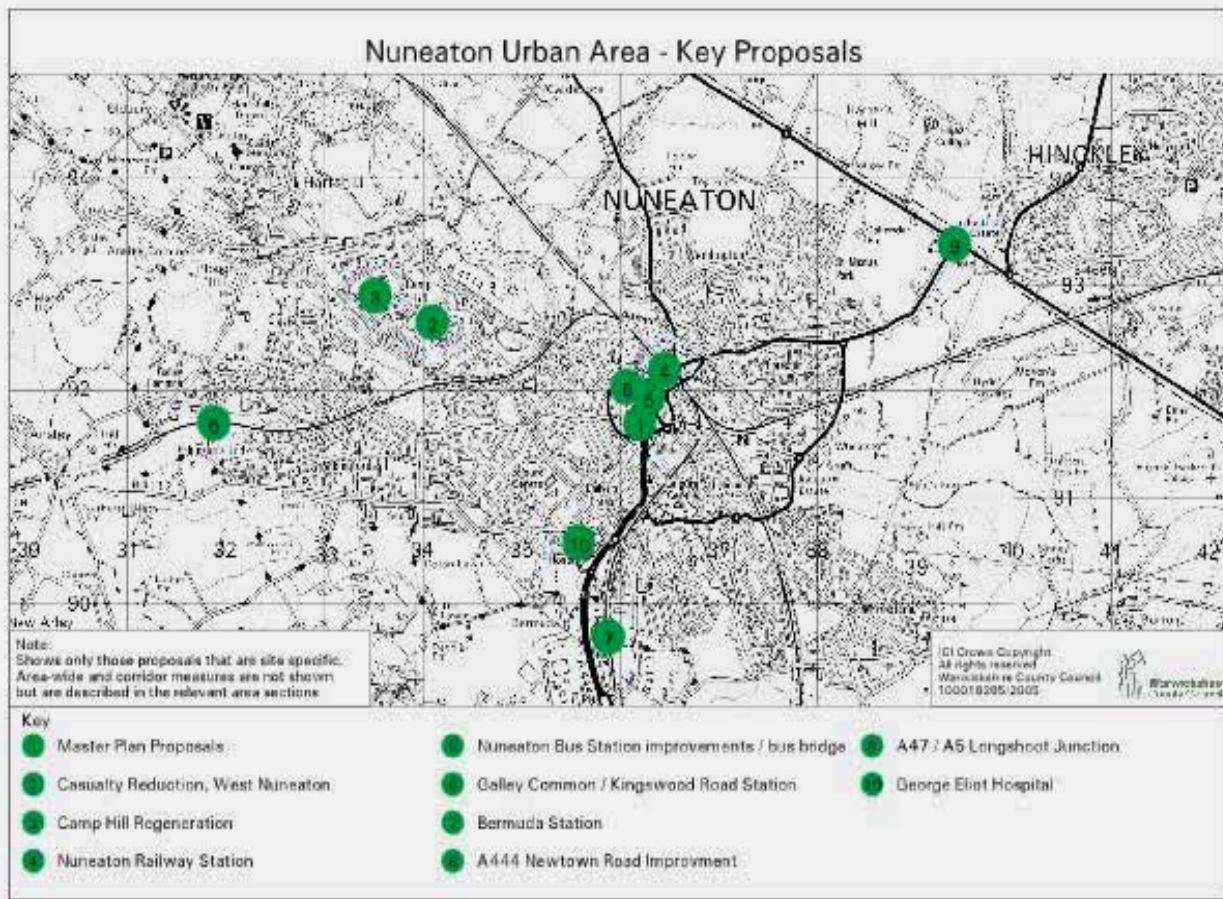
General

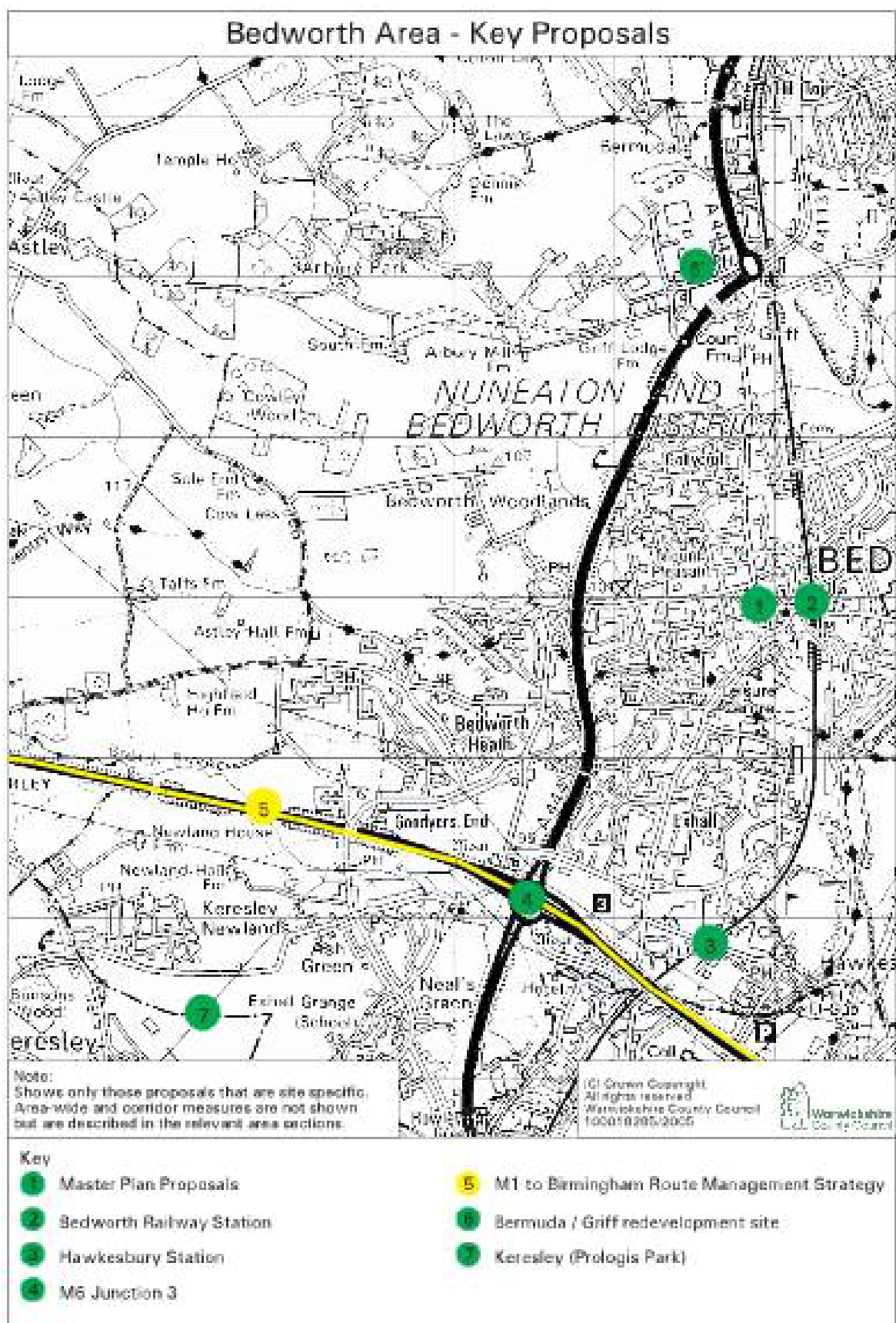
The Countywide Strategy set out in Part 2 of this LTP will be implemented in this area by:

- 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 3.9 and 3.10.





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.

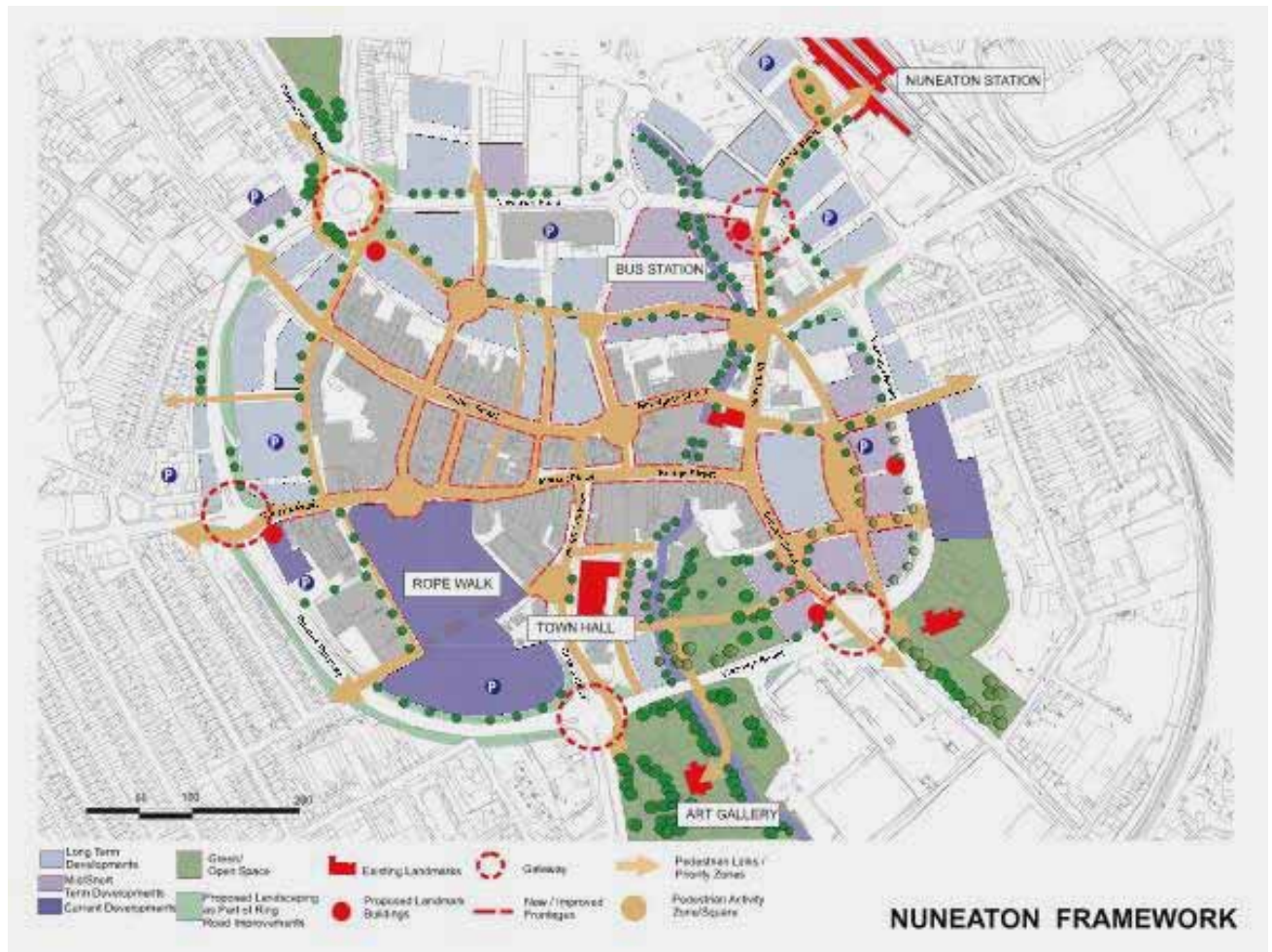
Vehicular restrictions along Mill Street, Bedworth

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 3.11 and 3.12.





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 Section 3.2 of this part of the LTP.

Buses

In line with the Bus Strategy, the County Council will work with bus operators 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.

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 of 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:
 - Reducing the penetration of vehicles through the existing pedestrianised areas in Nuneaton; and
 - 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.



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. 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.

**Nuneaton and Bedworth Area Committee –
30th 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						
LTP Resources						
	2006-07 (£M)	2007-08 (£M)	2008-09 (£M)	2009-10 (£M)	2010-11 (£M)	Total (£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
Integrated Transport Expenditure						
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
Total Integrated Transport Expenditure	5,746	6,076	4,596	4,826	5,068	26,312

Integrated Transport Income						
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
Total Integrated Transport Income	5,746	6,076	4,596	4,826	5,068	26,312
Maintenance Expenditure						
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 Maintenance Expenditure	8,580	8,752	9,190	9,649	10,132	46,303
Maintenance Income						
LTP Maintenance	8,580	8,752	9,190	9,649	10,132	46,303
Total Expenditure	14,326	14,828	13,786	14,475	15,200	72,615
Total Income	14,326	14,828	13,786	14,475	15,200	72,615
Summary - Integrated Expenditure						
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
Total	5,746	6,076	4,596	4,826	5,068	26,312