

**AGENDA MANAGEMENT SHEET**

**Name of Committee** Rugby Area Committee  
**Date of Committee** 9th 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 Eastern Warwickshire Area, and the Provisional allocation of resources set out in the LTP Delivery Strategy.

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

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

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

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

- Legal  I Marriott - agreed
- Finance  .....
- Other Chief Officers  .....
- District Councils  Rugby Borough Council Cabinet, 14/11/05.
- Health Authority  .....
- Police  .....
- Other Bodies/Individuals  .....

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

**SUGGESTED NEXT STEPS :**

*Details to be specified*

- Further consideration by this Committee  .....
- To Council  For approval of the Final LTP in March 2006
- To Cabinet  For approval of the Final LTP in February 2006
- To an O & S Committee  For reporting the findings of the Provisional LTP consultation in January 2006
- To an Area Committee  .....
- Further Consultation  .....

## Rugby Area Committee – 9th 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 Eastern Warwickshire Chapter of the Provisional Local Transport Plan (LTP) for inclusion in the Final LTP submission, as reproduced in **Appendix A**.
2. The Provisional allocation of resources set out in the LTP Delivery Strategy, as reproduced in **Appendix B**.

## 1. Introduction

- 1.1 As Highway Authority, the County Council has a statutory responsibility to produce a Local Transport Plan (LTP). The LTP sets out the County's Transport Strategy, and provides the framework for how transport and accessibility will be improved across Warwickshire over the next five years. The quality of the LTP will influence the supported borrowing available for a range of transport improvements, including public transport, walking, cycling, traffic management, safer routes to school, casualty reduction and road/bridge maintenance.
- 1.2 The Provisional LTP was submitted to the Department for Transport in July. The County Council must produce a Final version of the LTP by March 2006. As part of the development of the Final Plan, a consultation has been undertaken during the Autumn using the Provisional Plan to seek views from the general public. The views of the five Area Committees on the proposals in each area of the County are a key input to this consultation process.

## 2. The 2000 LTP

- 2.1 The County Council submitted its first Full LTP in July 2000, which covered the five year period from 2001/2 – 2005/6. In line with Government guidance, the County Council has submitted an Annual Progress Report (APR) to the Department for Transport (DfT) for each of the five years of the first LTP. This has set out the progress that the County Council has made in conjunction with its partners in implementing the measures promoted in the Plan, and the impact

these measures have had on meeting agreed targets. The County Council has made significant progress in the following areas during the first LTP period:-

- (i) Local safety improvements, resulting in a reduction in the severity and occurrence of casualties on the highway network.
  - (ii) Improvements to walking and cycling facilities.
  - (iii) Implementation of a programme of Safer Routes to School.
  - (iv) Provision of improved bus services through the purchase of new vehicles to operate County Council tendered services (including School services and services in the rural areas of Warwickshire).
  - (v) Provision of better multi-modal facilities at interchanges at a number 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 Rugby this has included the completion of the A426 Dunchurch Road and A4071 Bilton Road cycle routes, Sustrans cycleway Route 41 from Leamington Spa to Rugby, a safer route to school for pupils at Ashlawn School, delivery of Route 4 Quality Bus Corridor and Route 63/64 Quality Bus Initiative in partnership with Stagecoach, environmental improvements on Church Street/North Street/Clifton Road to reduce the speed of traffic and improve safety for pedestrians, 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](http://www.warwickshire.gov.uk/ltp)).
- 3.5 Having reviewed the underlying principles contained in the first LTP and the four transport shared priorities described above, the County Council is of the view that the fundamental elements of the County's Transport Strategy and the original LTP objectives can be taken forward into the second LTP.
- 3.6 Three other issues have arisen from the LTP guidance. These are:-
- (i) The requirement for the County Council to produce a Rights of Way Improvement Plan (ROWIP).
  - (ii) The strong encouragement for the County Council to produce a Transport Asset Management Plan (TAMP); and
  - (iii) The requirement (under EU legislation) for the LTP to be subject to a Strategic Environmental Assessment (SEA).
- 3.7 A draft Countryside Access and Rights of Way Improvement Plan (CAROWIP) has been prepared, and is currently subject to a consultation. The LTP includes a short section which sets out our progress on producing the CAROWIP.
- 3.8 Work on producing a TAMP for the County has begun. It is proposed to include early output from the TAMP in the Final LTP submission in March 2006. The Provisional LTP includes a short report on our progress to date in producing the TAMP.
- 3.9 In terms of undertaking an SEA of the LTP, the County Council commissioned Arup to prepare an Environmental Report to summarise the output of the SEA. The Environmental Report has been subject to consultation in parallel with the Provisional LTP.

## **4. Consultation**

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

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

## **5. Air Quality**

- 5.1 As noted earlier in this report, the County Council has prepared an Air Quality Strategy for inclusion in the Provisional LTP. This has been undertaken in conjunction with the five District/Borough Councils, who are responsible for monitoring air quality and preparing Air Quality Management Action Plans where exceedences occur. As the Strategy sets out, transport related NO<sub>2</sub> (Nitrogen Dioxide) exceedences have resulted in a number of Air Quality Management

Areas (AQMAs) being designated across the County, including the whole of the urban area of Rugby.

- 5.2 Although responsibility for drawing up an Action Plan to address the air quality issue lies with the relevant District/Borough Council, clearly the County Council has a key role to play where transport is the main source of the problem. Officers from the County Council are working with representatives from the Borough Council to draw up an Air Quality Management Action Plan for Rugby.

## 6. LTP Proposals in Eastern Warwickshire

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

- (i) Delivery of the Rugby Western Relief Road in full.
- (ii) Measures within the town centre for pedestrians, cyclists and public transport users to 'lock in' the benefits of the Western Relief Road.
- (iii) Measures to support the redevelopment of a number of key sites within the town, including the former Alstom/GEC site and the Livestock Market.
- (iv) Quality Bus Corridor (QBC) between Hillmorton to the town centre.
- (v) Inter-Urban Quality Bus Corridor between Rugby, Wolston and Coventry.
- (vi) Quality Bus Initiative (QBI) between Rugby, Clifton and Newton.
- (vii) Interchange improvements at Rugby Railway Station, in conjunction with the Network Rail led West Coast Main Line upgrade works.
- (viii) Further improvements for pedestrians and cyclists within the town centre.
- (ix) Expansion of the urban cycle network, in conjunction with Rugby Borough Council.
- (x) Safer Routes to School from Brownsover to Avon Valley School, and Cawston and Long Lawford to Bilton High School.
- (xi) Implementation of Decriminalisation of Parking Enforcement (DPE) across the Borough.
- (xii) Ongoing work with the Highways Agency to improve M6 Junction 1, M1 Junction 19 and the A5 corridor.

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

## 7. The LTP Delivery Strategy

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

JOHN DEEGAN  
Director of Planning, Transport and Economic Strategy  
Shire Hall  
Warwick

14th October 2005



**Rugby Area Committee - 9th November 2005**

**Warwickshire Provisional Local Transport Plan 2005**

**Eastern Warwickshire Area Chapter**

Eastern Warwickshire includes a number of smaller towns and villages that predominantly look towards Rugby as the main retail, employment and administrative centre of the area. The town has strong links with Coventry, Birmingham, Leicester, Northampton, Daventry and Banbury.

Historically, Rugby expanded within its context as a railway town, and still remains a key location on the national rail network. The town has had a long association with heavy engineering; the first jet engine was tested by Sir Frank Whittle in Rugby in 1937.

Rugby lies at the crossroads of the country, immediately to the south west of the M1/M6/A14 interchange. Its location and communications mean that the town continues to see a significant amount of new development that is likely to continue for the immediate future. The West Midlands Regional Spatial Strategy has identified Rugby as a potential sub-regional growth area, particularly given the need and opportunities for regeneration across the urban area of the town. A number of developments within the existing Local Plan have been implemented at Cawston, Coton and Swift Valley, with further sites to come forward in due course. The former Alstom/GEC site to the north of the railway station and the Borough Council owned Livestock Market are also due for redevelopment by 2010/12. The County Council has been actively involved with Rugby Borough Council over the last 18 months in the development of a single master plan covering these two sites. Investment to deal with the transport needs and consequences of development of this site will largely come through S106 agreements but some LTP investment may be required too.

Both Councils and the Town Centre Company are in the process of agreeing a vision for Rugby town centre for the year 2020. Work to move towards delivering this vision will continue over the next five years.

The regeneration of Rugby town centre is also being actively promoted by these three organisations through the development of a pilot Business Improvement District (BID). This partnership is unique within the current range of BID proposals within the UK.

The Rugby Western Relief Road is the most important transport improvement in Rugby and it is essential to support the significant development that has occurred and is planned in Rugby. It will be important to 'lock in' the traffic reduction benefits in the town centre that will arise from construction of the road. Measures that will improve the Warwick Street gyratory for pedestrians, cyclists and public transport (and consequently constrain traffic capacity) are planned together with further pedestrian priority for the main shopping area around Church Street and North Street. This

investment will also support the Business Improvement District (BID) in the town centre.

The implementation of Decriminalised Parking Enforcement during the LTP period will provide support for the town centre improvements by deterring illegal parking and keeping routes clear for bus services (both existing and planned).

Rugby Railway Station is proposed to be improved in 2008 as part of the West Coast Main Line upgrade. In order to maximise the benefit of this important improvement we intend to create an enhanced interchange facility at the station. Improvements to the pedestrian/cycle links between the station and the town centre will also be implemented as part of the 'Added Value' schemes to the BID project.

We will develop proposals for a new station, Rugby East Parkway, to be located east of the existing urban area and associated with the possible redevelopment of the former Rugby Radio Station.

The existing Quality Bus Corridor (QBC) on Route 4 that crosses Rugby is proposed to be further upgraded by the bus operator. Two new QBCs will also be developed, these being Hillmorton to Rugby town centre and the inter-urban corridor from Rugby to Coventry via Wolston and Binley.

## Rugby Area Committee - 9th 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	2007-08	2008-09	2009-10	2010-11	Total
	(£M)	(£M)	(£M)	(£M)	(£M)	(£M)
Maintenance	8.580	8.752	9.190	9.649	10.132	46.303
Integrated Transport	4.376	4.376	4.596	4.826	5.068	23.242

#### Outline Allocation of Resources

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

Outline Allocation of Resources						
	2006-07	2007-08	2008-09	2009-10	2010-11	Total
<b>Integrated Transport Expenditure</b>						
Quality Bus Corridors	1,013	680	700	600	800	3,793
Other Improvements to Public Transport	240	260	190	140	120	950
Community Transport	20	110	60	50	70	310

South Warwickshire Quality Rail Partnership	120	150	150	110	110	640
Rugby Station Bus/Rail Interchange	0	0	0	100	0	100
Bishopton Park and Ride, Stratford	25	0	0	0	0	25
Warwick Town Centre Interim Traffic Management	270	0	0	0	0	270
Cycle Routes/Shared Use Routes	470	450	450	450	550	2,370
Cycle/Motorcycle Parking and Facilities	0	20	20	20	20	80
Pedestrian Routes	30	50	50	30	30	190
Signalled Pedestrian/Cycle Crossing facilities	120	200	200	130	180	830
Unsignalled Pedestrian Crossing facilities	0	40	40	20	20	120
Safer Routes to School (Cycle and 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 and Perceived Safety	0	50	50	50	50	200
Signal Upgrading Schemes Variable Message Signing (VSM) in Leamington	35	0	0	0	0	35
Stratford-upon-Avon Transport Strategy	0	250	250	250	0	750
Decriminalisation of Parking	600	1,200	0	0	0	1,800
Nuneaton Town Centre Access Improvements	0	200	200	150	294	844
Rugby Town Centre and Pedestrian Priority	0	0	300	300	200	800
Bedworth Town Centre Pedestrian Priority	0	0	0	400	100	500
Traffic Management for Air Quality Management Areas	0	100	150	500	400	1,150
Other Traffic Management	65	106	76	0	200	447

Leamington Mixed Priority Project	38	0	0	0	0	38
Heathcote Junction Improvements	500	500	0	0	0	1,000
Other Junction and Network Improvements	0	100	100	76	274	550
Barford Bypass	720	0	0	0	0	720
<b>Total Integrated Transport Expenditure</b>	<b>5,746</b>	<b>6,076</b>	<b>4,596</b>	<b>4,826</b>	<b>5,068</b>	<b>26,312</b>
<b>Integrated Transport Income</b>						
LTP Integrated Transport	4,376	4,376	4,596	4,826	5,068	23,242
Unsupported Prudential Borrowing	600	1,200	0	0	0	1,800
SW Warwick (S106)	270	0	0	0	0	270
Heathcote (S106)	500	500	0	0	0	1,000
<b>Total Integrated Transport Income</b>	<b>5,746</b>	<b>6,076</b>	<b>4,596</b>	<b>4,826</b>	<b>5,068</b>	<b>26,312</b>
<b>Maintenance Expenditure</b>						
Footway Maintenance Schemes	1,230	1,095	1,318	6465	6788	30,273
Carriageway Maintenance Schemes	4,519	4,019	4,839			
Bridge Strengthening Schemes	850	250	750	3184	3344	16,030
Portobello Bridge Strengthening	50	2,000	0			
Maintenance and Enhancement of Highway Structures	1,931	1,388	2,283			
<b>Total Maintenance Expenditure</b>	<b>8,580</b>	<b>8,752</b>	<b>9,190</b>	<b>9,649</b>	<b>10,132</b>	<b>46,303</b>
<b>Maintenance Income</b>						
LTP Maintenance	8,580	8,752	9,190	9,649	10,132	46,303
<b>Total Expenditure</b>	<b>14,326</b>	<b>14,828</b>	<b>13,786</b>	<b>14,475</b>	<b>15,200</b>	<b>72,615</b>
<b>Total Income</b>	<b>14,326</b>	<b>14,828</b>	<b>13,786</b>	<b>14,475</b>	<b>15,200</b>	<b>72,615</b>

<b>Summary - Integrated Expenditure</b>						
Public Transport	1,393	1,200	1,100	1,000	1,100	5,793
Traffic Management including Park and Ride	1,033	1,856	976	1,600	1,194	6,659
Cycling and Walking	620	760	760	650	800	3,590
SRS	600	710	710	600	600	3,220
CRS	640	700	700	700	800	3,540
Traffic Calming	240	250	250	200	300	1,240
Junction Improvements	500	600	100	76	274	1,550
Barford Bypass	720	0	0	0	0	720
<b>Total</b>	<b>5,746</b>	<b>6,076</b>	<b>4,596</b>	<b>4,826</b>	<b>5,068</b>	<b>26,312</b>