

- Chief Executive
- Legal I Marriott - agreed
- Finance
- Other Chief Officers
- District Councils
- Health Authority
- Police
- Other Bodies/Individuals

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

SUGGESTED NEXT STEPS :

Details to be specified

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

Stratford Area Committee – 23rd 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 Southern and Western Warwickshire 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 Stratford on Avon District this has included the purchase of a number of additional buses to improve rural public transport provision in South Warwickshire, the Southam Shuttle bus network, Stratford Park and Ride (currently completing construction), the Evesham Road cycleway, the A3400 Birmingham Road cycleway (due to begin construction early in 2006), provision of cycle lockers at Stratford railway station, construction of an off-street parking facility for motorcyclists, decriminalisation of on street parking and on street charging, introduction of the Urban Traffic Management Control (UTMC) system in Stratford town centre, the 'Back and 4th Transport Brokerage Project, the village speed limit review programme, a programme of safer routes to school schemes across the area, 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 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 consultations. 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.
 - (vii) Presentations have been made to interest groups, e.g. Local Cycle Forums and Access Groups.
 - (viii) Meetings with the Highways Agency have been held regarding trunk road and motorway issues within Warwickshire.
 - (ix) 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

air pollution exceeds thresholds set by Government. As the Strategy sets out, transport related NO₂ (Nitrogen Dioxide) exceedences have resulted in a number of Air Quality Management Areas (AQMAs) being designated across the County. At the moment however, there are no known problems with air quality in Stratford on Avon District. This situation will be kept under review through liaison with the District Council.

6. LTP Proposals in Southern and Western Warwickshire

6.1 Part Three of the Provisional LTP provides details of the transport proposals in each geographical area of the County. This includes two sections covering Southern and Western Warwickshire, which incorporate the majority of Stratford on Avon District. The town of Southam is covered in the area chapter covering Warwick/Leamington Spa/Kenilworth/Whitnash. Key proposals in this area over the next five years include the following:

- (i) Provision of a new bus/rail interchange at Stratford railway station, as part of the redevelopment of the former Cattle Market.
- (ii) Two Inter-Urban Quality Bus Corridors (QBC) between Stratford, Wellesbourne, Warwick and Leamington Spa, and Tamworth, Coleshill, Birmingham International Airport/National Exhibition Centre, Solihull and Stratford.
- (iii) Quality Bus Initiative (QBI) in the Stratford – Kineton – Tachbrook – Leamington Spa corridor
- (iv) Bus Information Points in Kineton, Wellesbourne, Shipston-on-Stour, Alcester and Studley.
- (v) Development of Stratford Parkway railway station, adjacent to the new bus-based Park and Ride facility.
- (vi) Improvements to stations on the Birmingham – Stratford and Stratford – Leamington Spa railway lines through the South Warwickshire Quality Rail Partnership.
- (vii) Bridge Street Pedestrian/Environmental Improvement.
- (viii) High Street and Waterside/Southern Lane pedestrian priority improvements.
- (ix) A new pedestrian bridge over the Stratford – Birmingham railway line, near Bishopton.
- (x) Development of further cycle infrastructure in Stratford, and support (where appropriate) to the expansion of the Sustrans National Cycle Network.
- (xi) Continued support for the ‘Bikes to Alcester’ initiative, in conjunction with Advantage Alcester.

- (xii) Further Safer Routes to School across the area.
- (xiii) Stratford Leisure and Visitor Centre Link Road.
- (xiv) Stratford Western Relief Road (subject to the housing allocation at Shotton coming forward through the Local Plan).
- (xv) Further traffic management improvements in Stratford, including extension of the UTMC system.
- (xvi) Transport/accessibility measures to support the market town initiatives in Alcester, Southam and Shipston-on-Stour.
- (xvii) On-going work with the Highways Agency regarding the County Council's aspiration to see a major improvement to the A46 between Stratford and Alcester.
- (xviii) Resolution of the issues surrounding the provision of the A435 Studley Bypass.

The views of the Area Committee on the proposals contained in the Southern and Western Warwickshire area chapters are sought. A full reproduction of these sections of the Provisional LTP can be found in **Appendix A**. This includes an extract from the Warwick/Leamington Spa/ Kenilworth/Whitnash area chapter, which sets out the proposals for Southam.

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

7th November 2005

Stratford Area Committee – 23rd November 2005

Warwickshire Provisional Local Transport Plan 2005

Southern Warwickshire

Much of Southern Warwickshire and Western Warwickshire falls within Stratford on Avon District, which is one of the largest District administrative areas within England. The main towns within Southern Warwickshire are Stratford-upon-Avon and the market town of Shipston-on-Stour. Within Western Warwickshire, the main towns are Alcester, Studley and Bidford-upon-Avon. The remainder of the two areas is predominantly rural.

Stratford-upon-Avon is a world renowned tourist destination, a position which is likely to be further enhanced by the proposed redevelopment of the Royal Shakespeare Theatre. In terms of retail and employment opportunities, the town is relatively self-sufficient, although the area has strong links with Solihull (including Blythe Valley), Redditch, Birmingham, Banbury and Evesham.

Stratford-upon-Avon has seen a moderate level of expansion over the last 10-15 years, with development on the Birmingham Road, Paddock Lane and more recently at Bridgetown. Some further development to the west of the town near Shottery has been proposed in the recent Local Plan review. A master plan to support the renaissance of the town is currently being developed by the County Council, Stratford District Council, the West Midlands Regional Development Agency (Advantage West Midlands) and a significant number of local stakeholders and business interests.

A major consensus building exercise has been undertaken within Stratford-upon-Avon during the first LTP period to develop and agree a transport strategy for the town. The strategy takes account of both existing and future land use and the town's continuing role as one of the major tourist destinations within the UK. A Major Scheme bid for funding for this project was submitted to Government in 2003 but was unsuccessful. However, elements of the strategy will be implemented through use of integrated block funding and some developer funding. The key features of the scheme are increased pedestrian priority, new pedestrian/cycle routes, improved public transport/Park and Ride facilities and car park access improvements.

Linked to these improvements is a proposed new road linking the A46/A422 Wildmoor roundabout with the B439 Evesham Road (Stratford Western Relief Road). The road will reduce traffic in Stratford town centre and Shottery village, and provide access to new development. It would also provide access to a new coach and car park for Anne Hathaway's Cottage, one of the Shakespeare sites.

Bridge Street is the widest and most important shopping street in Stratford town centre. There is heavy usage by pedestrians and current conditions are inadequate; on-street parking is intrusive and the volume of people often exceeds the capacity of the footway. The road also has a poor accident record. The proposed pedestrian/environmental improvement scheme involves a significant reallocation of road space through the narrowing of the carriageway and very considerable widening of the pavements. Two-way traffic would be maintained, but with features to slow vehicles, allow several pedestrian crossing points, and ensure far better bus stop facilities. The scheme would contribute greatly to improving the quality of experience of the principal town centre street for residents, shoppers and tourists alike, with possible features including seating, kiosks, trees, and pavement cafes. Further pedestrian priority measures in High Street and Waterside/Southern Lane, involving widened footways and also closure to traffic during part of the day, will be progressed if and when the Western Relief Road is constructed (see above).

A 750 space Park and Ride site is currently being developed at Bishopton, close to the A46/A3400 roundabout to the north of Stratford-upon-Avon. It is also proposed to establish a new rail station, Stratford Parkway, adjacent to the site on the Stratford - Birmingham and Stratford - Leamington - London line. The Park and Ride site will be linked to the established car park management and route advisory system in the town. Bus services will run at a 15 minute frequency and will be given priority at traffic signals thereby delivering a large number of car-borne workers, shoppers and tourists swiftly to the key town centre destinations. The scheme will be supported by the recently introduced Decriminalised Parking Enforcement within the District. A second Park and Ride site located to the south of the town will be progressed within the five year programme period if the Bishopton site proves to be a success.

Introduction

This section of the Local Transport Plan covers the area shown in Figure 3.24, which includes the towns of Stratford-upon-Avon and Shipston-on-Stour, and their surrounding rural hinterland. Southern Warwickshire is formed of the majority of Stratford on Avon District, excluding the western area (see the section on Western Warwickshire) and the town of Southam (see the section covering Warwick/Leamington Spa/Kenilworth/Whitnash). Its socio-economic characteristics however, are represented by statistics related to Stratford on Avon District.

Southern Warwickshire has strong demand for travel links with Warwick, Leamington Spa, Birmingham, Redditch, and Banbury. The County Council has worked in close partnership with Birmingham City Council, Gloucestershire County Council and Oxfordshire County Council during the development of proposals for this part of Warwickshire.

The Overall Context

Population

The population of the District in 2003 was 115,200, up 20.5% since 1971. Forecasts by the Office for National Statistics suggest that this trend will continue and that the District's population will increase between 2005 and 2011 by more than the average for Warwickshire.

Social Issues

The mean household income in the District is above the Warwickshire average. The District as a whole performs well in terms of the Index of Local Deprivation. However, there are variations within the District, with some areas having relatively high levels of deprivation in terms of access to goods and services due to their rural characteristics.

The Economy

Stratford on Avon District is the best performing district in the County in terms of employment change. The trend in job numbers in the District has seen an increase since the early 1990s. There has been rapid growth over the last 10 years.

The Environment

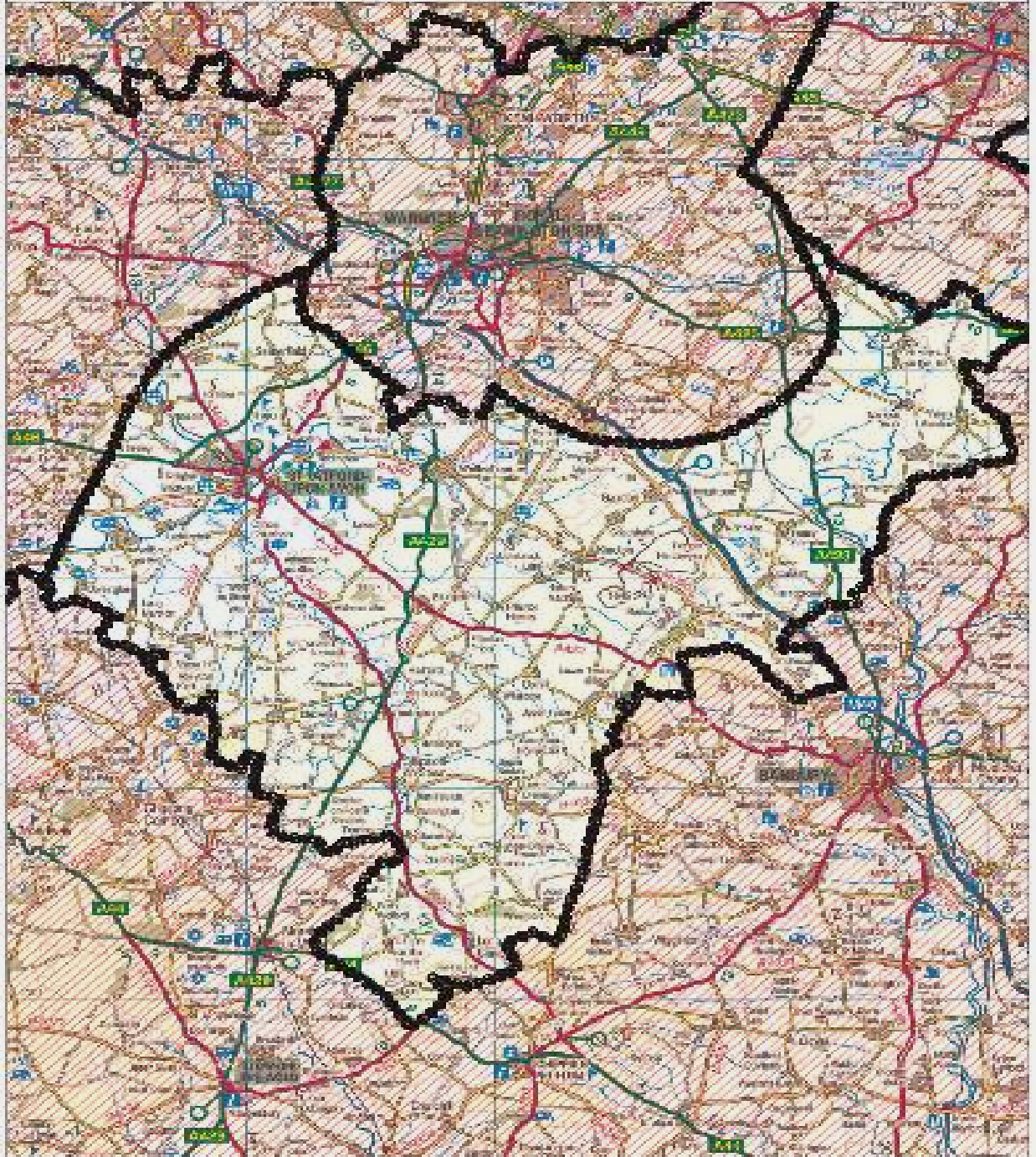
This part of the County has a number of environmental assets, including the historic town of Stratford, the River Avon and the Burton Dassett hills. The southern edge of the area lies within the Cotswolds Area of Outstanding Natural Beauty (AONB).

Travel Patterns

Road Traffic Growth

Over the last 10 years, traffic growth has been 13% in Stratford-upon-Avon. This compares with the average for Warwickshire's towns of 11.9%.

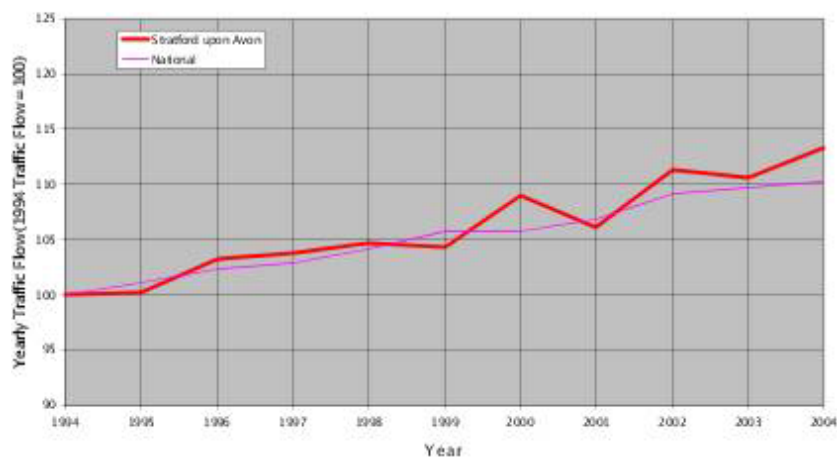
Warwickshire - Southern Travel Area



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Stratford On Avon - Traffic Growth



Modal Split

The modal split for the journey to work in Stratford on Avon District (Table 3.12) is generally similar to that of Warwickshire as a whole, with the car being the dominant form of transport for travel to work. However, use of public transport is significantly lower than in any other district of Warwickshire, and only a third of that of shire counties as a whole.

	Car	Public Transport	Bicycle	Walk
Stratford District	70.4%	3.0%	2.6%	9.4%
Warwickshire	71.2%	4.7%	2.9%	9.7%
English Shire Counties	66.8%	7.6%	3.1%	10.1%

Table 3.13 below shows a summary of school travel patterns in the District. The modal split for school journeys in the Borough is similar to the modal split in Warwickshire as a whole, with a strong reliance on the car and walking.

	Car	Public Transport	Bicycle	Walk
Stratford District	39%	26%	1%	31%
Warwickshire	37%	15%	4%	43%
UK	30%	14%	1%	46%

Transport Problems and Opportunities

Southern Warwickshire is a relatively prosperous part of the County. That prosperity however brings pressures in term of growth that needs to be recognised and managed.

A Fairer, More Accessible Transport System

Southern Warwickshire exhibits many of the same problems in terms of achieving an inclusive, accessible system as the rest of the County. The large rural hinterland of the area with its dispersed population is difficult to serve with convenient and frequent public transport. The County Council will continue to work with the principal bus operators in the area to improve intra and inter-urban services to serve Stratford town centre and its hinterland.



Full Employment and a Strong, Sustainable Economy

Good access to and within Stratford-upon-Avon is vital to maintain its role as a world-renowned tourist destination.

Increasing congestion in Stratford town in coming years, due to increasing car usage and predicted changes in population and employment, would militate against this unless the Stratford Transport Strategy, involving the provision of appropriate access improvements for all modes, is implemented over the forthcoming LTP period and beyond.

One barrier to the improvement in accessibility has been a lack of enforcement of parking restrictions across the District, and particularly within Stratford-upon-Avon itself. This lack of enforcement has resulted in long term parking (i.e. parking by commuters) restricting opportunities for short stay parking (i.e. parking by shoppers). This problem has recently been addressed by the introduction of decriminalised enforcement of parking regulations (DPE) throughout Stratford District.

Reduction of Transport Impact on the Environment

Within Stratford-upon-Avon, traffic causes adverse impacts in terms of noise, visual intrusion and pollution, especially in Bridge Street, High Street, Guild Street, on the Bridgeway gyratory system, and along the Arden Street/Grove Road route that circumvents the town centre. The environment of some residential areas also suffers from 'rat running' traffic and inappropriate on-street parking by lorries and other vehicles. Elsewhere, abuse of residents' parking schemes is now being addressed by DPE.

While tourism within Stratford-upon-Avon brings a number of benefits to the local economy, it also causes problems in certain residential areas of the town. A large number of vehicles (including coaches) travel on unsuitable, minor roads through the Shottery area to Anne Hathaway's Cottage, whilst the Old Town area is affected by traffic visiting Holy Trinity church (where Shakespeare is buried).

The impacts felt in the remaining small towns and villages in the rural areas of Southern Warwickshire are mainly related to through traffic, especially HGVs, and to high vehicle speeds.

To Improve the Safety and Security of People when they are using the Transport System

In 2004, there were 485 road casualties in Stratford on Avon District, with:

- 113 killed or seriously injured; and
- 372 slightly injured.

The number of people killed or seriously injured on Warwickshire's roads has reduced significantly in recent years and the figures for Stratford District reflect this.

Integration of Transport

At present there is no integration between bus and rail services at Stratford railway station. This issue however is to be addressed by the provision of a new bus/rail interchange linked to the proposed redevelopment of the former cattle market site (as described below). Some cycle parking has been provided at the station in recent years, but further provision is required to meet demand.

Conclusions

In summary, the main transport problems in Southern Warwickshire are:

- The lack of public transport services in rural areas;
- Regular congestion on the highway network at some locations in Stratford-upon-Avon, with the potential for more congestion in the future;
- The difficulty in balancing ease of access to Stratford town centre and its nationally important tourist sites with limiting the environmental impact of vehicles on those areas;
- The adverse environmental impact of vehicles on residential areas within Stratford-upon-Avon;
- The numbers of casualties resulting from road traffic accidents; and
- The lack of bus/rail integration at Stratford-upon-Avon railway station.

The Strategy

General

The Countywide Strategy outlined in Part 2 of the LTP will be implemented in this area by:

- A continued focus on improving facilities for pedestrians, cyclists and motorcyclists, particularly within the urban area of Stratford-upon-Avon;
- Continuing the implementation of the Safer Routes to School initiative;
- Promoting better public transport services (bus, rail and community transport), both in the urban and rural areas;
- Promoting better bus and rail facilities, including the development of a bus/rail interchange at Stratford-upon-Avon railway station;
- Promoting better rail services and facilities, including the development of a new Parkway station at Bishopton;
- Provision of a further Park and Ride site to serve the southern and eastern approaches to Stratford-upon-Avon;
- Continued maintenance of the highway network, including bridges;
- Integrating land development proposals with accessibility improvements;
- Securing the provision of travel plans in relation to major new developments, and encouraging existing large trip generators to adopt their own travel plans;
- Controlling and managing car parking provision, and continuing to give a high priority to the enforcement of parking regulations;
- Promoting alternatives to the use of the private car;
- Promoting road safety, and implementing casualty reduction schemes in corridors and at specific locations where known problem exist;
- Implementing a programme of traffic management and highway improvements, including a Stratford Western Relief Road.

The remainder of this section sets out the key proposals that are likely to come forward in Southern Warwickshire during the lifetime of this LTP. Key proposals in the Stratford-upon-Avon area are illustrated in Figure 3.26.

Stratford Transport Strategy

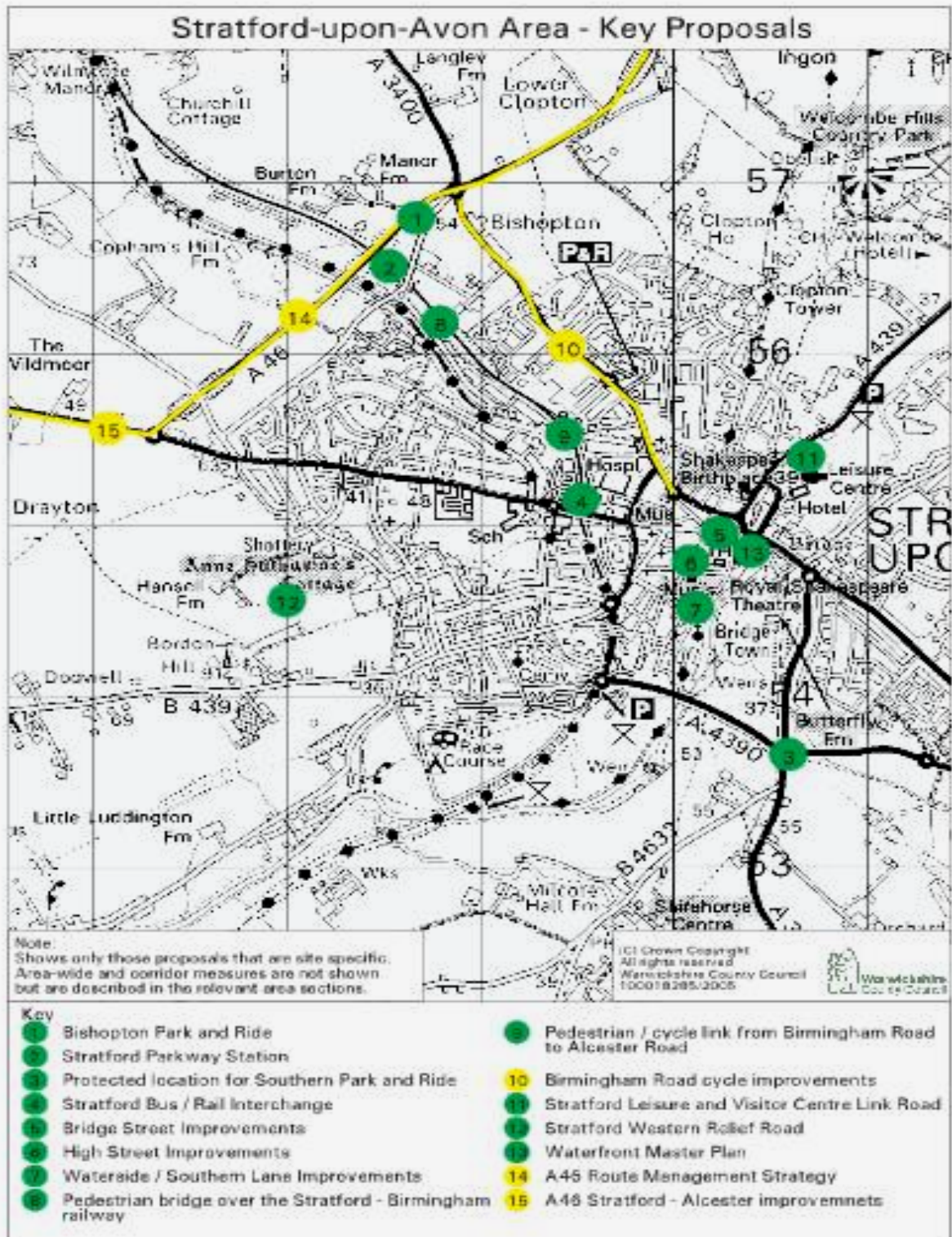
A transport strategy for Stratford upon Avon was developed through numerous studies and a process of consultation with stakeholders and the public during 2002 and 2003, and was the subject of a Major Scheme Bid in the 2003 LTP Annual Progress Report. Although this was not accepted, the County Council has already been able to implement some elements of the strategy, giving priority to the introduction of measures to maintain and enhance the economic vitality of Stratford

town centre. These include a comprehensive Urban Traffic Management and Control System and Decriminalised Parking Enforcement (DPE) with charging for on-street parking. The objectives of these measures are to:

- Reduce traffic circulation and improve safety;
- Improve the turnover in short-stay on-street parking spaces;
- Provide real-time information for car parks and ensure that car parks are used efficiently;
- Provide demand-responsive traffic signal control; and
- Provide on-line routing advice.

The Southern Relief Road Eastern Extension, linking the A422 Banbury Road with the A3400 Shipston Road, has also recently been completed and provides access to the major new Bridgetown housing development and some relief to the congested A3400 Clopton Bridge. A motorcycle park, one of the first in the country, has also been provided recently within the town centre.

The remainder of this section sets out the key proposals that are likely to come forward in Southern Warwickshire during the lifetime of this LTP. Schemes denoted 'STS' form part of the agreed package of measures within the Stratford Transport Strategy.



Transport and Development

Transport and the Local Plan

Stratford District Council's Local Plan Review, which was the subject of a public inquiry in 2004, supports the proposals in the Stratford Transport Strategy, and also provides for the securing of funding where appropriate through developer contributions. In turn the strategy addresses the traffic impacts of the development proposals included in the Local Plan Review.

Other Development Opportunities

The former MOD base at Long Marston on the Warwickshire/Gloucestershire border has recently been purchased by St. Modwen Properties plc. The County Council and Stratford District Council are in the early stage of discussions with St. Modwen over the future redevelopment of the site. The site, which is rail connected, is likely to require improvements to its accessibility, not least in terms of improvements to public transport penetration and enhancements to the local highway network.



Market Town Initiative

The aim of the market town initiative is to regenerate the environment and attractiveness of local centres. Shipston-on-Stour has been identified as one of a number of market town schemes within Warwickshire. A number of improvements have been identified that will positively affect the transport system in this town. These include the following:

1. Improved town centre signage for visitors;
2. Investigation of a potential re-launch of the Red Route leisure cycle facility;
3. Improvement to transport facilities and services for local residents to access leisure facilities in the Stour Valley; and
4. Improvements to the layout of bus stop facilities within the town centre (subject to local stakeholder consultation and consensus building).

Air Quality

There are currently no known problems with air quality within this part of Warwickshire. Monitoring of air quality within Stratford-upon-Avon town centre will continue to be undertaken by Stratford District Council.

Public Transport Improvements

Bus

Inter-Urban Quality Bus Corridors

Inter-urban bus services linking Stratford to the other main towns within Warwickshire, and to important destinations in neighbouring counties, require improvement. Therefore it is proposed to develop a Stratford-Wellesbourne-Warwick-Leamington Spa Quality Bus Corridor (QBC) in the short to medium term, and a Stratford-Solihull- BIA/NEC-Coleshill-Tamworth QBC in the medium term.

Bus Information Points

It is proposed to provide Bus Information Points in the centre of Kineton, Wellesbourne and Shipston-on-Stour in the short to medium term. A Bus Information Point will also be provided at the proposed bus/rail interchange at Stratford-upon-Avon railway station (see below). The provision of Real Time Information Displays at the station will also be investigated.

Low-floor buses

The number of low-floor buses on the 77 Stratford-Kineton-Tachbrook-Leamington Spa service will be increased in the short term via the implementation of a Quality Bus Initiative (QBI) in partnership with Stagecoach in Warwickshire.

Stratford town centre service (STS)

A high frequency Stratford town centre shuttle service, linking tourist destinations and using environmentally friendly vehicles, is proposed.

Rail

Stratford Parkway

The development of a new parkway-style station in the Bishopton area on the Shakespeare Line, which connects Stratford-upon-Avon and Birmingham, is proposed in the County Council's Passenger Rail Strategy. This facility, located alongside the bus-based Park and Ride site that is due to open early in 2006, would also provide access to the recently improved Stratford-Leamington Spa-London service, which is now operated by Chiltern Railways. Although a previous study commissioned by the County Council only identified limited potential for a parkway facility, changes in circumstances since then (including the revised operation of the Stratford-London service and the near-capacity operation of nearby Warwick Parkway) now appear to favour its viability in the short/medium term.

Station Improvements

Station improvements on the Stratford-Leamington Spa line will be delivered via a Quality Rail Partnership involving the County Council and Chiltern Railways. A number of station improvements on the Shakespeare Line are also proposed.

Service Improvements

An enhancement of services on the Shakespeare Line has recently been secured. Further improvements to the frequency of local passenger services between Stratford and Leamington Spa and services on the Cotswold Line between Hereford, Worcester, Evesham, Moreton-in-Marsh and London will also be sought. Although located wholly outside the County, the Cotswold Line provides an important rail-head for people living in this part of Warwickshire given the proximity of stations at Evesham, Pershore and Moreton-in-Marsh to the County boundary.



Reopening of the Stratford – Honeybourne line

The possibility of reopening the former railway line connecting Stratford-upon-Avon and Honeybourne has been raised in the past by the rail industry as an alternative route between the Midlands and the South West. The County Council has previously expressed concern over the potential environmental and road traffic effects of this proposal within Stratford-upon-Avon, particularly given:

- The proximity of the route to a substantial number of residential properties; and
- The likely impact on the Evesham Place roundabout and the A4390 Seven Meadows Road.

Unless there are local benefits to the scheme, it is unlikely that the County Council would be able to support such a proposal if it were to be promoted in the future by the SRA or its successor.

Community Transport

Enhanced facilities for community transport passengers will be provided at Stratford-upon-Avon rail station as part of the proposed bus/rail interchange facilities. Enhanced facilities and information will also be provided where appropriate at all existing/new Bus Information Points (e.g. Kineton, Wellesbourne and Shipston-on-Stour).

The County Council will investigate demand responsive and flexible services as feeder services into key transport corridors and existing/future Quality Bus Corridors.

In line with the Community Transport Strategy, the County Council will promote the mainstreaming of community transport services in order to sustain established community transport initiatives. This includes the countywide 'Wheels to Work' moped loan scheme.

Opportunities will be sought to support or introduce schemes that, operated in the community and voluntary sector, can achieve the benefits of partnership working (e.g. the Back & 4th Transport Brokerage scheme in Stratford-upon-Avon).

Taxis and Private Hire Vehicles

Enhanced facilities for taxis and private hire vehicles will be provided at key interchanges consistent with the aims set out in the Public Transport Interchange Strategy.

The County Council will develop taxibus services to meet specific demand in the County where conventional public transport is neither operationally or economically appropriate.

Stratford Bus/Rail Interchange (STS)

A new bus/rail interchange at Stratford railway station will be sought as part of the redevelopment of the Cattle market site. The interchange will include a layover facility and thereby avoid the need for bus layover to take place in Wood Street, which currently causes congestion. The scheme has been endorsed by the Local Plan Review Inquiry Inspector.

It is proposed to provide a Bus Information Point at the bus/rail interchange at Stratford station. The provision of Real Time Information Displays at the station will also be investigated.

Improvements for Walking and Cycling

Pedestrians

Bridge Street Pedestrian/Environmental improvement scheme (STS)

Bridge Street is the widest and most important shopping street in Stratford town centre, with transverse parking on both sides of the road but relatively narrow pavements. There is a large flow of pedestrians using this route both for shopping purposes and as an important thoroughfare between the riverside parking areas, other shopping streets and Shakespeare's Birthplace in Henley Street. Current conditions for pedestrians are inadequate; the on-street parking is intrusive and the volume of pedestrians can exceed the capacity of the pavement. Passengers waiting at bus stops contribute to congestion on the pavements and there are no bus shelters (due to a lack of space). The road has a poor accident record and frequent and unsafe double parking impedes the traffic flow, which in turn affects the environmental quality of the area.

The proposed pedestrian/environmental improvement scheme has in the past been the subject of a consultation exercise and has the strong support of stakeholders. It would involve a significant reallocation of road space through the narrowing of the carriageway and very considerable widening of the pavements. Initially an improvement scheme can be delivered that allows for two-way traffic until further highway capacity improvements are made within the town centre. One-way traffic westbound could then be provided, with cycles and buses only eastbound. The scheme would include features to slow traffic, a number of pedestrian crossing points, and improved bus stop facilities. The scheme would contribute greatly to improving the quality of experience of the principal town centre street for residents, shoppers and tourists alike, with possible features including seating, kiosks, trees, and pavement cafes.

High Street and Waterside/Southern Lane (STS)

Further pedestrian priority measures in High Street and Waterside/Southern Lane, involving widened footways and also closure to traffic during part of the day, will be progressed if and when the Western Relief Road is constructed.

Bridgeway/Bridgefoot traffic signals (STS)

A signalled crossing at the Bridgeway/Bridgefoot junction on Stratford's gyratory system was recently implemented. This will provide a safe crossing of the main barrier between the major car parks and town centre and thereby improve the accessibility of the centre.

Pedestrian bridge over the Stratford- Birmingham railway line at Bishopton (STS)

This would link residential and employment areas on both sides of the railway, especially serving a major new housing development at The Avenue.

Cycling

Pedestrian/cycle link between Birmingham Road and Alcester Road (STS)

This scheme would provide a direct link for educational, work, and shopping trips between areas east and west of the Stratford- Birmingham canal and railway. The canal would be crossed via a new bridge.

Birmingham Road, Stratford-upon-Avon

A scheme to provide improved facilities for cyclists on Birmingham Road in Stratford-upon-Avon will be developed and implemented during the LTP period.

Tiddington Road, Stratford-upon-Avon

The County Council will keep under review the need for improved cycle provision between Tiddington and Stratford-upon-Avon town centre.

Warwick – Stratford-upon-Avon

During the next five years, the County Council will establish a new cycle route between Stratford-upon-Avon and Warwick (via Loxley) as part of the Sustrans network within Warwickshire.

Safer Routes to School

Opportunities to deliver further Safer Routes to School schemes in this area will be identified during the lifetime of this LTP.

Powered Two Wheelers

Improvements for powered two wheelers will be made in line with the proposals contained in the County Council's Powered Two Wheeler Strategy.

Parking

Bishopton Park and Ride Site (STS)

A 750 space Park and Ride site is currently being developed at Bishopton, close to the A46/A3400 roundabout to the north of Stratford. The necessary land has been acquired and it is hoped that the site will be open by the end of 2005/start of 2006.

Equipment will be installed to link the site to Stratford UTMC's car park management and route advisory systems, which will provide constant monitoring of its occupancy and activate variable message signs on the approaches to Stratford from the east, north and west (A46(E), A3400, A46(W) respectively) to advise on the number of spaces available and encourage use of the facility.

Bus services will be run at a 15 minute frequency from the site to Stratford town centre, and will be given priority at traffic signals on the way by the UTMC system. In future, if the bus/rail interchange at Stratford railway station is completed, some of the services will stop there on their way to and from the centre.

These services, delivering a large number of car-borne workers, shoppers and tourists swiftly to town centre destinations, will complement the stricter control of illegal on-street parking in the town centre now occurring under DPE. A reduction in the volume of traffic entering the town centre on the Alcester, Birmingham and Warwick Roads is expected, and these reductions will lead to decongestion benefits.

There is space to extend the Bishopton site to a total of 1000 spaces in the future, should demand begin to outstrip the current maximum number of spaces. A second Park and Ride site located near the Southern Relief Road/Shipston Road roundabout south of the River Avon will be progressed within the programme period if the Bishopton site proves to be a success.

Highway Improvements and Traffic Management Measures – County Roads

Stratford Leisure and Visitor Centre Link Road (STS)

A new access into the public car park and coach park off the A439 Warwick Road, which would reduce congestion on the Bridgeway gyratory system, is currently planned for 2006.

Stratford Western Relief Road (STS)

A new road linking the A46/A422 Wildmoor roundabout with the B439 Evesham Road is proposed to reduce traffic in Stratford town centre and Shottery village and provide access to housing developments proposed in the District Council's Local Plan. It would also provide access to a new coach and car park for Anne Hathaway's Cottage, one of the world-renowned sites associated with William Shakespeare. Provision of the road would be secured through funding from the proposed residential developments to the west of Shottery.

Transport Corridor Protection

It is proposed to protect a strip of land along the north-south corridor between Evesham Place and the Birmingham Road for possible future 'transport purposes', in particular walking, cycling and bus services.

A429/B4035 Portobello Crossroads

The County Council will keep under review the need for a further improvement of the A429/B4035 junction (Portobello Crossroads) to improve safety.

Traffic Management Improvements

A signal controlled crossing at the junction of Bridgeway/Bridgefoot (STS) on the Stratford gyratory system to improve pedestrian amenity and safety and accessibility and provide regulation of the traffic merge has recently been implemented. It provides a safe crossing of the main barrier between the major car parks and the town centre.

The Stratford UTMC system will be extended to provide CCTV coverage and formal links to provide information to radio stations, and to exchange data with other information providers such as the TCC system and MATTISSE.

Various traffic management measures including right turn bans, one-way systems, speed limit changes, traffic calming and rationalisation of signage will be introduced within Stratford-upon-Avon town centre as appropriate. Some of these measures will be introduced through the Safer Routes to School and casualty reduction initiatives.



Further Stratford Transport Strategy Schemes

It is possible that two further schemes in the Stratford strategy could be implemented within the next five years, although the timescale is dependent upon the progress made by the Royal Shakespeare Company in redeveloping its principal theatre. The first is a proposed new access to the Recreation Ground car park, which would reduce congestion at peak times and provide a route into the town centre for the southern Park and Ride service. The second, a proposed pedestrian/cycle bridge over the River Avon near the Royal Shakespeare Theatre, would link the terminus point of the Park and Ride service directly with the theatres and town centre. It would also link the theatres directly with the existing Recreation Ground car park and provide a safe alternative to Clopton Bridge for cyclists crossing the river. The new pedestrian/cycle bridge forms part of the Waterfront Master Plan, which is being supported by funding from Advantage West Midlands.

Motorways and Trunk Roads

The County Council supports the Highways Agency's proposals to fully resolve the problems on the national trunk road network at the M40/A46 junction at Longbridge, where an interim improvement scheme has recently been implemented. Although this junction falls outside the boundary of Southern Warwickshire, the M40/A46 junction forms a key entry point to the area.

The County Council will continue to press for the major improvement scheme to the A46 between Stratford-upon-Avon and the Alcester, which was approved at public inquiry in 1994, to be reinstated in the Government's Targeted Programme of Improvements. The County Council support Gloucestershire County Council's proposal for a similar improvement to be made to the A46 between Evesham and Ashchurch. These two proposals, in conjunction with the committed improvements at Tollbar End and Longbridge would support the role of the A46 in providing a strategic alternative to traffic between the M1 and the M5 using the A42/M42.

Western Warwickshire

Introduction

This section of the Local Transport Plan covers the area shown in the Figure 3.27 which includes Henley-in-Arden, Studley, Bidford-on-Avon and Alcester. The key transport corridor in the area is the A46/A435, which connects Evesham, Alcester, Studley, Redditch with Birmingham and the West Midlands conurbation. Western

Warwickshire is formed of the western part of Stratford on Avon District and the north west part of Warwick District. Its socio-economic characteristics however are represented by statistics related to Stratford on Avon District.

Western Warwickshire has strong travel links with Birmingham, Solihull, Redditch, Worcester and Evesham. The County Council has worked in close partnership with Birmingham City Council, Solihull Metropolitan Borough Council and Worcestershire County Council during the development of proposals for this part of Warwickshire.

The Overall Context

Population, Social Issues and The Economy

These are discussed in detail in the section of the LTP covering Southern Warwickshire.

The Environment

This part of the County has a number of environmental assets, including the Ragley Estate and Coughton Court near Alcester, and the National Trust properties at Baddesley Clinton and Packwood. The southern edge of the area lies in close proximity to the Cotswolds Area of Outstanding Natural Beauty (AONB).

Travel Patterns

These are discussed in detail in the section of the LTP covering Southern Warwickshire.

Transport Problems and Opportunities

A Fairer, More Accessible Transport System

Western Warwickshire exhibits many of the same problems in terms of achieving an inclusive, accessible system as the rest of the County. The County Council will continue to work with the key bus operators in the area to improve inter-urban services and those serving villages, and to press for further service improvements on the Shakespeare line between Stratford-upon-Avon and Birmingham.

Full Employment and a Strong, Sustainable Economy

Increasing congestion in the A435 corridor, due to heavier car usage and the predicted growth in population and employment, will be difficult to militate against unless the appropriate solution of a bypass for Studley is implemented.

Due to its important tourist attractions and environmental quality, the area will continue to attract large numbers of visitors by car, public transport and chartered coaches

Reduction of Transport Impact on the Environment

The major environmental problem in Western Warwickshire is the impact of traffic in the A435 corridor, which connects the M5/M50 with Evesham, Alcester, Studley, Redditch and the West Midlands conurbation. In those settlements lying along the

section of the A435 to the north of Alcester (i.e. Coughton, King's Coughton, Studley and Mappleborough Green) there are serious adverse effects due to high traffic volumes containing a large number of HGVs.

The impacts felt in the remaining small towns and villages in Western Warwickshire are mainly related to through traffic and high vehicle speeds.



To Improve the Safety and Security of People when they are using the Transport System

These are discussed in detail in the section of the LTP covering Southern Warwickshire.

Integration of Transport

Opportunities for the physical integration of transport within and between modes are most prevalent within the three main towns of the area (Henley-in-Arden, Studley and Alcester), along with certain rail stations such as Hatton and Lapworth.

The District Council and the County Council work closely together in terms of integrating their policies and plans, not least in terms of land use and transportation planning.

Conclusions

In summary, the main transport problems in Western Warwickshire are:

- Limited public transport services in rural areas;
- The environmental impact of vehicles on the settlements located along the A435 corridor; and
- The numbers of casualties resulting from road traffic accidents.

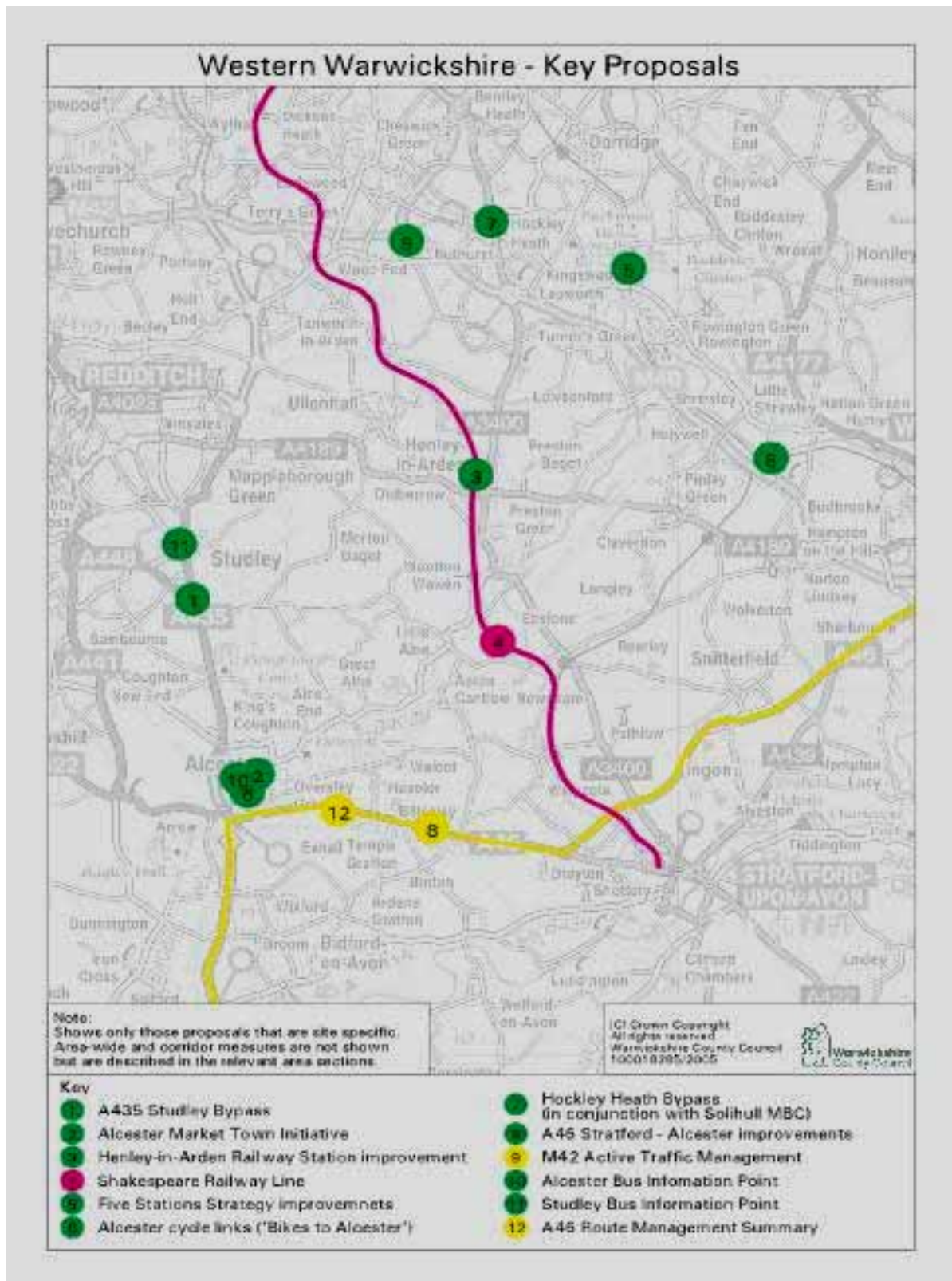
The Strategy

General

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

- Improving facilities for pedestrians, cyclists and motorcyclists;
- Continuing the implementation of the Safer Routes to School initiative, both in the main towns and the rural areas;
- Promoting better public transport services (bus, rail and community transport) throughout the District;
- Improving facilities for transport interchange within the three main towns and at key railway stations;
- Securing the provision of the Studley Bypass to remove traffic from towns and villages which the A435 currently passes through;
- Improving the management and condition of the transport asset of the area;
- Continued maintenance of the highway network, including bridges;
- Integrating land development proposals with accessibility improvements;
- Securing the provision of travel plans in relation to new development, and encouraging existing large trip generators to adopt their own travel plans (including schools);
- Controlling and managing car parking provision, and giving a high priority to the enforcement of parking regulations;
- Promoting alternatives to the use of the private car; and
- Promoting road safety, and implementing casualty reduction schemes in corridors and at specific locations where known problem exist.

The remainder of this section sets out the key proposals that are likely to come forward in Western Warwickshire during the lifetime of this LTP. Figure 3.28 illustrates the key proposals.



Market Town Initiative

The aim of the market town initiative is to regenerate the environment and attractiveness of local centres. Alcester has been identified as one of a number of market town schemes within Warwickshire. A number of improvements have been

identified that will positively affect the transport system in this town. These include the following:

1. Pedestrianisation and parking improvements around the Town Hall;
2. Pedestrian movement and parking improvements in the High Street;
3. Traffic management and pedestrian access improvements at the junction of Evesham Street, Swan Street, Seggs Lane and Priory Road;
4. Pedestrian and traffic management improvements in the main town centre and around Safeways car park;
5. A wayfinding and tourism sign programme in the town and its immediate hinterland; and
6. Implementation of a network of walking and cycling routes for local people and visitors.

Air Quality

There are currently no known problems with air quality within this part of Warwickshire. Monitoring of air quality in the A435 corridor will continue to be undertaken by Stratford District Council.

Public Transport Improvements

Bus

It is proposed to provide a Bus Information Point in the centres of Alcester and Studley in the short to medium term.



Rail

The Shakespeare line provides a service between Stratford-upon-Avon and Birmingham calling at a number of local stations including Henley-in-Arden. The line is also used by Chiltern Railway services on the Stratford-upon-Avon to Leamington and London route. In addition, Vintage Trains operate tourist leisure services during the summer months of the year.

The County Council is a member of the local promotion group for the line and jointly funds the services of a part-time Community Rail Officer for the line. The West Midlands Rail Utilisation Strategy proposes increases to the train service on this line which the County Council supports. The County Council is committed to improving facilities at stations along the line and is committed to funding the installation of real time passenger information systems at Henley and Stratford and the provision of improved passenger information at other stations. The Council is working with the Promotion Group to install community notice boards at all stations. Longer term projects may include helping to fund improvements to station platforms where longer or higher platforms are needed and the provision of a new ticket office at Henley, should the station have a staff presence again.

Additional car parking is proposed at Lapworth and Hatton stations on the Birmingham-Marylebone line as part of the County Council and Chiltern Railways 'Five Stations Strategy'.

Community Transport

Enhanced facilities for community transport passengers will be provided at key interchanges consistent with the aims set out in the Public Transport Interchange Strategy. Enhanced facilities and information will also be provided where appropriate at all existing/new Bus Information Points (e.g. Alcester).

The County Council will investigate demand responsive and flexible services as feeder services into key transport corridors and existing/future Quality Bus Corridors.

In line with the Community Transport Strategy, the County Council will promote the mainstreaming of community transport services in order to sustain established community transport initiatives. This includes the countywide 'Wheels to Work' moped loan scheme.

Taxis and Private Hire Vehicles

Enhanced facilities for taxis and private hire vehicles will be provided at key interchanges consistent with the aims set out in the Public Transport Interchange Strategy.

The County Council will develop taxibus services to meet specific demand in the County where conventional public transport is neither operationally or economically appropriate.

Improvements for Pedestrians and Cyclists

Walking

The County Council will promote improvements for pedestrians to support the regeneration of its market towns, including Alcester. These could include improvements to the quality of the street scene or measures to address safety issues.

Cycling

The County Council supports the 'Bikes to Alcester' scheme that is currently being developed by Advantage Alcester. Whilst the County Council is not directly funding the proposed improvements within Alcester (funding has been obtained from elsewhere), assistance is being provided in the form of route identification and development, including route assessments and safety audits. The main elements of the proposals are a series of eight routes that will link Alcester and its immediate surrounding area with the National Cycle Network. The County Council is considering providing funding towards one of the proposed routes as it has the potential to offer a Safer Route to School for local children.

Safer Routes to School

Opportunities to deliver further Safer Routes to School schemes in this area will be identified during the lifetime of this LTP.

Powered Two Wheelers

Improvements for powered two wheelers will be made in line with the proposals contained in the County Council's Powered Two Wheeler Strategy.

Parking

The decriminalisation of parking enforcement was introduced in Stratford District in 2004/5, and covers the majority of the smaller towns and villages in Western Warwickshire (excluding those that fall within Warwick District).

Highway Improvements and Traffic Management Measures – County Roads

The County Council supports the provision of the Hockley Heath Bypass (the southern end of which lies within Warwickshire), and will continue to protect the line of the route on behalf of Solihull Metropolitan Borough Council.

Motorways and Trunk Roads

A435 Corridor – Revocation of Bypass Orders

The section of A435 between Alcester and Gorcott Hill is a poorly aligned single carriageway which carries traffic flows of the order of 20,000 vehicles per day. This creates severe safety and environmental problems especially in Studley, Coughton, King's Coughton and Mappleborough Green, as described above.

The Highways Agency in the past recognised these problems and a Studley Bypass Scheme was designed and the necessary orders made in 1993, following a Public Inquiry in 1991/92. However, just prior to implementation, the scheme was withdrawn from the National Road Programme and the Agency now intends to revoke their previously made orders. At a public inquiry in January 2004 the County Council challenged the case put forward for revocation. However, following the Inquiry Inspector's recommendation that Revocation Orders should be made, and the endorsement of this by the First Secretary of State and the Secretary of State for Transport, the revocation process has now being formally initiated.

Proposed Detrunking of the A435

Following the revocation of the line and side road orders, the Government intends to de-trunk the A435 between Alcester Bypass and the M42. The County Council is very disappointed at the revocation decision and concerned about the proposed detrunking, both of which significantly reduce the prospects of relief for the communities lying on the A435. In 2000 the Council commissioned Halcrow to carry out a comprehensive reassessment of the transport problems in the A 435 corridor and assess alternative solutions. Both the Government Office for the West Midlands and the Highways Agency contributed to the costs of the study and were represented on the steering group.

When the study, which employed extensive public consultation and a GOMMS-style assessment, reported in January 2001, it found that there was no satisfactory low cost transport solution which might be delivered by the Council within the framework of conventional funding arrangements if the A435 were to be detrunked. A long bypass, either to the east or to the west of Studley, was confirmed as the appropriate solution to the environmental problems experienced in the A435 corridor. The Council would be unable to fund both the development and construction costs of such a bypass scheme. The former could be between £2 million and £4 million, and the latter could reach nearly £50 million, presenting insuperable funding problems as a Council scheme advanced via the normal LTP process. The Council has received no response to its case that funding options outside the LTP process should be made available in the special circumstances of detrunking.

The County Council has in the past supported the principle of detrunking the A435 route providing that a satisfactory and deliverable solution can be established between Alcester and Mappleborough Green. It is now clear that such a solution does not exist, and therefore the County Council can no longer agree to detrunking.

The provision of Studley Bypass is supported by Worcestershire County Council.

A46 Stratford - Alcester

The County Council will continue to press for the major improvement scheme to the A46 between Stratford and the Alcester, which was approved at public inquiry in 1994, to be reinstated in the Government's Targeted Programme of Improvements. The County Council support Gloucestershire County Council's proposal for a similar improvement to be made to the A46 between Evesham and Ashchurch. These two proposals, in conjunction with the committed improvements at Tollbar End and Longbridge would support the role of the A46 in providing a strategic alternative to traffic between the M1 and the M5 using the A42/M42.

M42 Active Traffic Management

The County Council supports the pilot Active Traffic Management (ATM) scheme on the M42 between junctions 3A and 7, and will work in partnership with the Highways Agency to monitor its impact and future roll-out on other key motorway corridors in Warwickshire.

Southam

Southam Market Town Initiative

Southam is a busy market town in Stratford on Avon District, located approximately mid-way between Leamington Spa and Daventry in Northamptonshire. Over recent years, the town has benefited from the formation of the 'Vision 4 Southam' Partnership, which is taking a lead in developing regeneration initiatives to improve the town. Over the period of the LTP we will work with Stratford on Avon District Council, Vision 4 Southam, and other partners to develop a package of measures to address transport issues in Southam and its environs. If feasible and justified these may include:

- The development of Flexibus and other similar services to build on existing service provision and links to urban centres and feeder corridors;
- A mobility audit of the town centre, including an accessibility review of local car parking facilities (particularly disabled parking);
- Footway widening and streetscape improvements;
- Pedestrian and cycle crossings;
- Improved cycle parking;
- Provision of traffic calming and/or gateway features;
- Safer Routes to Schools, including a better pedestrian crossing on Welsh Road East and at a number of junctions on the main High Street;
- Improved safety and layout of bus stops within the town centre (in conjunction with local operators and bus users);
- Improved signing to the local canal network and Millennium Cycle Network;
and
- Information provision and education.

Stratford Area Committee – 23rd 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
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
Bishopston 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