

AGENDA MANAGEMENT SHEET

Name of Committee Warwick Area Committee

Date of Committee 22nd 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 are invited to comment on the proposals contained in the Plan for the North/South Corridor and the Warwick/Leamington Spa/Kenilworth/Whitnash 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 Cabinet 30th June 2005.
All Area Committees November 2005.
- Local Member(s)
(With brief comments, if appropriate)
- Other Elected Members
- Cabinet Member Councillor M L M Heatley – for information
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)

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

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

SUGGESTED NEXT STEPS :

Details to be specified

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

Warwick Area Committee – 22nd 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 Warwick/Leamington Spa/Kenilworth/Whitnash 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 Warwick District this has included the opening of Warwick Parkway station, the completion of the first phase of the A445 Emscote Road cycleway, Sustrans cycleway Route 41 from Leamington Spa to Rugby, the Leamington Urban Mixed Priority (LUMP) scheme, delivery of the Route 66 Quality Bus Corridor between Warwick and Leamington and the Route 63/64 Quality Bus Initiative between Leamington Spa and Rugby, implementation of a number of safer routes to schools across the District, 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.
- 2.3 A considerable amount of work has also been undertaken during the first LTP period to develop proposals for Warwick Town Centre. This work is currently being taken forward by the recently established Warwick Forum.

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 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 initial output from the TAMP in the Final LTP submission in March 2006. The Provisional LTP includes a short report on our progress to date in producing the TAMP.
- 3.9 In terms of undertaking an SEA of the LTP, the County Council commissioned Arup to prepare an Environmental Report to summarise the output of the SEA. The Environmental Report has been subject to consultation in parallel with the Provisional LTP.

4. Consultation

- 4.1 The LTP guidance requires that the preparation of the second LTP be subject to an appropriate level of consultation with key stakeholders and the public. In preparing the Provisional LTP, the following consultation has been undertaken:-

- (i) A consultation was undertaken with the LTP Wider Reference Group in January/February 2004 to identify key issues for the second LTP;
- (ii) A Citizens Panel Survey was carried out with Warwickshire residents, which reported in April 2004;
- (iii) Meetings of the County Council's Local Strategic Partnership Transport Theme Group were held in May 2004, November 2004, and March 2005;
- (iv) A meeting of the LTP Wider Reference Group Meeting was held in March 2005;
- (v) Meetings have been held with officers from the five District/Borough Councils and a number of the Town Centre Managers;
- (vi) Meetings have been held with a number of the adjoining highway/transport authorities, including Centro (the West Midlands Passenger Transport Executive);
- (vii) Targeted consultation has been undertaken with stakeholders on a number of the specific LTP mode/delivery strategies, including Stagecoach in Warwickshire and the Strategic Rail Authority;
- (viii) Presentations have been made to interest groups, e.g. Local Cycle Forums and Access Groups;
- (ix) Meetings with the Highways Agency have been held regarding trunk road and motorway issues within Warwickshire; and
- (x) A number of meetings have been held with senior representatives from DfT and the Government Office for the West Midlands (GOWM). These meetings were particularly vital in shaping the content and structure of the Provisional LTP, and to understanding how the Plan will ultimately be assessed by Central Government.

4.2 As part of the LTP consultation held during the Autumn, exhibitions have been held around the County to promote awareness of the Plan and encourage feedback from the public. A DVD has also been produced which highlights the achievements of the last five years, and sets out the proposals contained in the new Plan. A copy of the DVD has been sent to all Members.

4.3 The results of the consultation exercise will be reported to the County Council's Environment Overview and Scrutiny Committee in January 2006.

5. Air Quality

5.1 As noted earlier in this report, the County Council has prepared an Air Quality Strategy for inclusion in the Provisional LTP. This has been undertaken in conjunction with the five District/Borough Councils, who are responsible for monitoring air quality and preparing Air Quality Management Action Plans,

where air pollution exceeds thresholds set by Government. As the Strategy sets out, a number of Air Quality Management Areas (AQMAs) have been designated across the County, including three in Warwick District (High Street/Jury Street in Warwick, Bath Street/Clemens Street/Old Warwick Road in Leamington Spa, and in the village of Barford). All of the AQMAs result from excess NO₂ (Nitrogen Dioxide) produced by traffic.

- 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 District Council to draw up an Air Quality Management Action Plan for the locations identified in Warwick and Leamington Spa. It is anticipated that construction of the A429 Barford Bypass (currently underway) will address the air quality problems in the village.

6. LTP Proposals in the North/South Corridor and the Warwick/Leamington Spa/Kenilworth/Whitnash 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 Warwick, Leamington Spa, Kenilworth and Whitnash. This area also forms the southern 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 a new railway station in Kenilworth.
- (ii) Measures to support key sites and redevelopment opportunities in the North/South Corridor, including Stoneleigh National Agricultural Centre, Warwick University, Coventry Airport, Walsgrave Hospital, and at Ansty near the junction of the A46/M6/M69.
- (iii) Completion of the A429 Barford Bypass and Leamington Urban Mixed Priority (LUMP) schemes.
- (iv) Measures to address traffic and transport issues in Warwick town centre.
- (v) Delivery of a Quality Bus Corridor (QBC) between Cubbington and Leamington Spa.
- (vi) Delivery of three Quality Bus Initiatives (QBI) between Leamington Spa, Kineton and Stratford-upon-Avon, Hatton Park, Warwick, Heathcote and Leamington Spa, and Lillington to Leamington Spa town centre.
- (vii) A pilot schools 'Drop and Ride' scheme in Warwick.
- (viii) A number of Safer Routes to School schemes, including a new cycle link from the Woodloes to Aylesford School.

- (ix) Improvements for pedestrians across the area, and a number of new cycle routes to expand the existing urban network (e.g. Heathcote to Warwick Technology Park and Tachbrook Road, Leamington Spa).
 - (x) Implementation of Decriminalisation of Parking Enforcement (DPE) across the District.
 - (xi) Ongoing work with the Highways Agency to improve M40 Junction 15 (Longbridge), the A45/A46 interchange at Tollbar End near Coventry, the A46/A425/A4177 interchange west of Warwick, the A46/C32/B4115 Stoneleigh interchange and the A46/A452 interchange at Thickthorn near Kenilworth.
- 6.2 A Major Scheme to improve public transport in Warwick, Leamington Spa and Whitnash (SPARK) has also been submitted as part of the Provisional LTP. This seeks to deliver a step-change in public transport in the area, and includes improvements to both infrastructure and bus service provision, including a park and ride near Greys Mallory.
- 6.3 The views of the Area Committee on the proposals contained in the North/South Corridor and Warwick/Leamington Spa/Kenilworth/Whitnash 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

7th November 2005

Warwick Area Committee – 22nd 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.

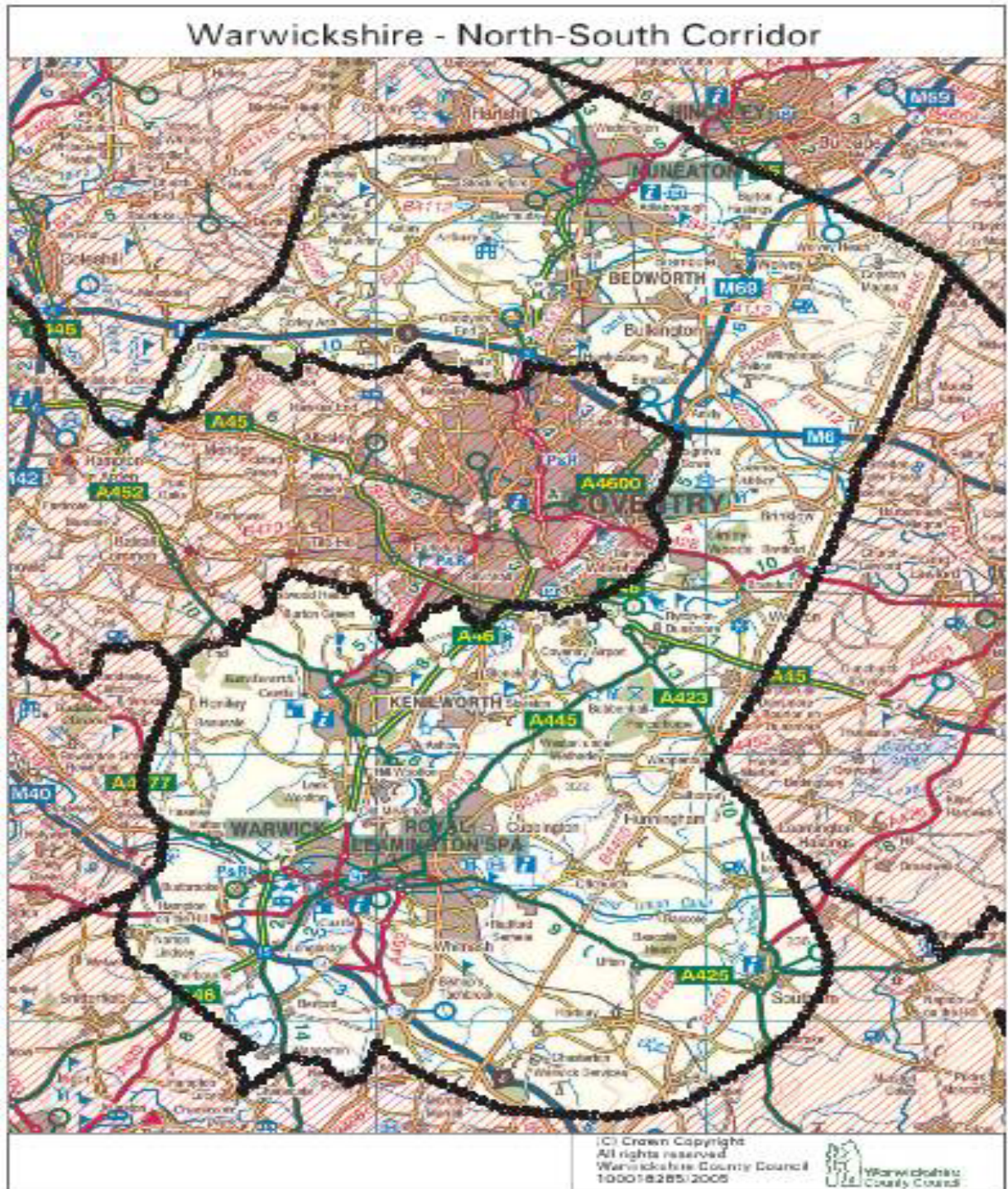
The North/South Corridor performs an important role within the national and sub-regional road and rail network, providing a number of links between places within and outside the County. The corridor is truly 'multi-modal' in its nature, as it includes a comprehensive network of local and strategic bus, 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.



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

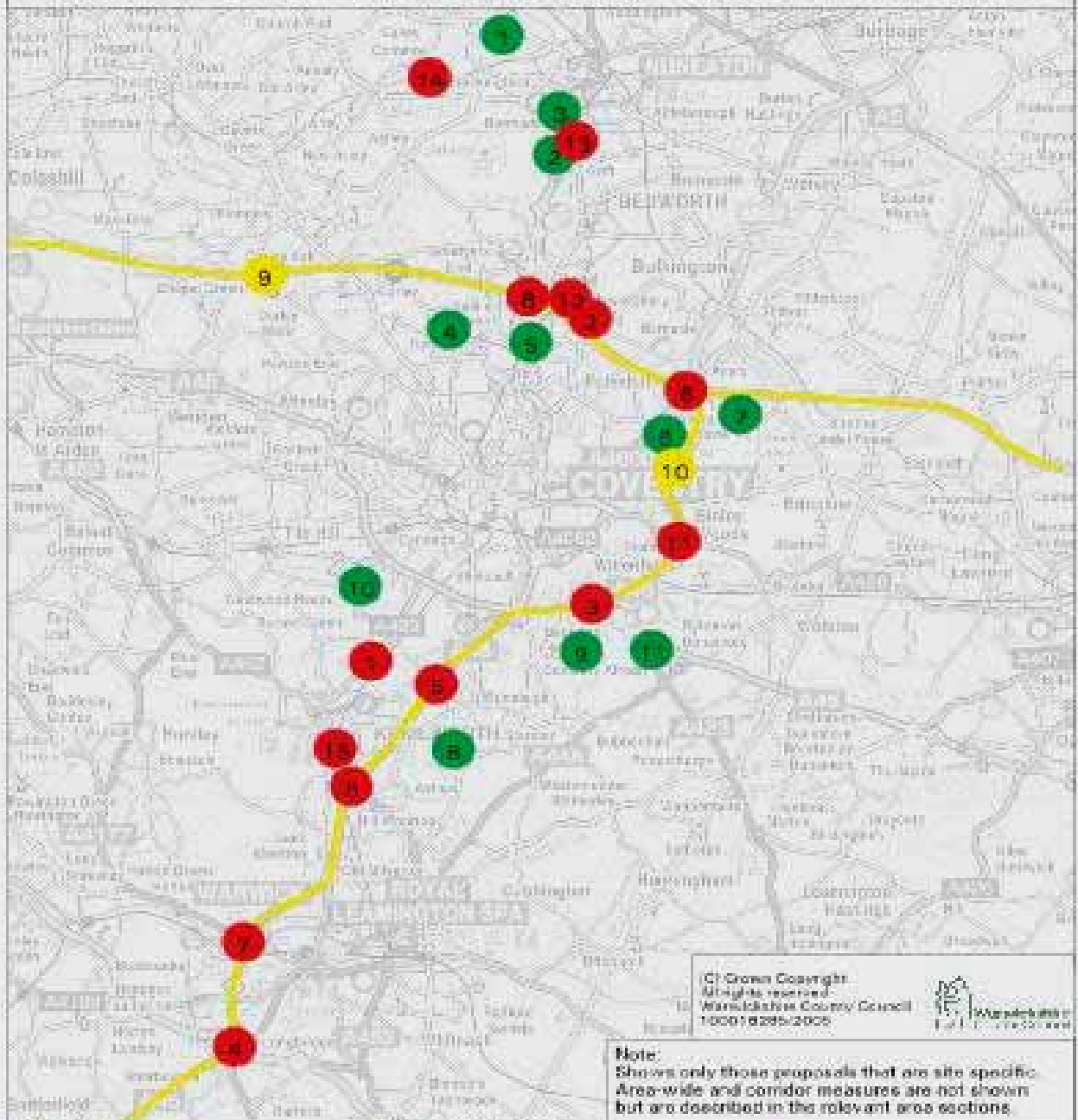
The Countywide Strategy set out in Part 2 of this LTP will be implemented in the corridor by:

- 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



© Crown Copyright
 All rights reserved.
 Warwickshire County Council
 100010295/2005



Note:
 Shows only those proposals that are site specific.
 Area-wide and corridor measures are not shown
 but are described in the relevant area sections.

Key Sites	Strategic Proposals	Route Management Strategies
● Camp Hill	● Warwick - Kenilworth - Coventry Strategic cycle route	● M1 to Birmingham Route Management Strategy
● Bermuda / Griff	● Coventry - Bedworth - Nuneaton Strategic cycle routes	● A46 to Birmingham Route Management Strategy
● George Eliot Hospital	● A45/A46 Tollbar End junction	● A46 / A428 TGI Friday Junction
● Keresley (Prologis Park)	● M40 Junction 15	● Hawkesbury Station
● Coventry Arena	● A46 Stoneleigh interchange	● Bermuda Station
● Walsgrave Hospital	● A48 / A452 Thickthorn Island	● Galley Common / Kingswood Road Station
● Ansty	● A46 Stanks Island	● Kenilworth Station
● National Agricultural Centre	● M6 Junctions 2 and 3	
● Coventry Airport		
● Warwick University		
● Peugeot, Ryton		

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> <p>Seek funding for Marylebone – Coventry – Nuneaton service and</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>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.</p> <p>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	<p>Implement East Midlands – Oxford service and dive under at Nuneaton</p>	No action proposed	No action proposed	No action proposed

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.

Warwick, Leamington Spa, Kenilworth and Whitnash Urban Area

Warwick District includes the four main towns of Warwick, Leamington Spa, Kenilworth and Whitnash as well as a surrounding rural hinterland containing a number of smaller settlements and villages. The District forms the southern end of the North/South Corridor.

Warwick is the main administrative centre of the County, and is dominated in employment terms by the presence of the County Council. Kenilworth is a residential dormitory town serving Coventry, Leamington Spa, Warwick, Solihull and Birmingham. Leamington Spa is the principal retail centre within the County, and along with Warwick and Whitnash forms an almost continuous urban area with a combined population of around 80,000. Employment within these three towns is primarily split between heavy/light engineering, high technology business and the service sector economy.

There is a significant commuter population within the area; suppressed demand for travel by public transport to Birmingham and London resulted in the construction of

Warwick Parkway station in 2000, reflecting the step-change in the rail service provision that has occurred in the Birmingham to London Marylebone corridor over the last 10 years. Further improvements to the facility are proposed over the next five years.

Since the construction of the M40 in the early 1990's, the Warwick/Leamington Spa area has seen considerable expansion, including significant development at Heathcote/Tachbrook Park, Central Hospital, Hatton and South West Warwick. A more modest level of development is proposed in the District over the coming years.

The mix of development along with a high concentration of secondary schools in the Warwick – Leamington Spa corridor has resulted in the highest levels of congestion and the lowest journey speeds within the County during the peak periods of the day. During the first LTP period, the County Council commissioned a major study of the Warwick/Leamington Spa/Kenilworth/Whitnash area. This considered transport and access needs as well as a number of specific issues within Warwick and Leamington Spa town centres.

An Urban Mixed Priority Scheme in Leamington Spa is due to be implemented in the town centre during 2005. When completed, the scheme will provide greater safety and priority to pedestrians and cyclists. It will also improve trade and help Leamington Spa to compete with other shopping locations. The reallocation of road space will enhance priority and room for bus services, thereby improving overall bus provision and contributing to the area-wide imperative of providing alternatives to car use in order to reduce congestion and improve safety and air quality.

A Major Scheme bid (SPARK) has been submitted with this LTP to achieve a step change in public transport in the two towns to encourage greater use of public transport. If the bid is unsuccessful, some elements of the scheme will still be implemented, including improvements to Warwick bus station, provision of a Park and Ride facility at Greys Mallory to serve both Warwick and Leamington Spa, and a new bus-rail interchange on the north side of Leamington Spa Station.

Demand for parking is often close to capacity in both Leamington Spa and Warwick town centres. There is widespread abuse of Limited Waiting spaces and other parking offences. The planned introduction of Decriminalised Parking Enforcement will have the effect of curtailing most parking offences and displace demand to other areas. As there is limited capacity available, this represents a potential problem. However, the development of the Park and Ride facility will provide an alternative to parking in the town centres hence relieving parking pressure and reducing congestion.

Warwick is an historic town that suffers domination by traffic. The development of a town centre traffic management scheme is on going. It is hoped that a solution that is acceptable to all stakeholders within the town can be agreed and implemented during the second LTP period. Such a scheme is vital for the town both to serve its role for local people and businesses, and also as a major tourist destination. Substantial developer funding is available to help form solutions to the traffic problem, but some limited use of LTP funding may be required to supplement it.

Barford Bypass is a fully accepted Major Scheme, construction of which will start in October 2005. The scheme will deliver very considerable economic, environmental

and safety benefits including dealing with an AQMA that has been declared in Barford and providing an improved quality of life for village residents. Completion of the scheme is due in April 2007.

A master planning exercise in Kenilworth town centre has been ongoing since 2003, and is focused on improving the retail offer of the town for residents in both the local and wider catchment areas. In parallel with this are a number of proposals for the provision of a local 'one-stop-shop', youth training and leisure facilities, and a greater local Police presence.

Introduction

This section of the LTP covers the area shown in the southern half of Figure 3.2, which includes the towns of Warwick, Leamington Spa, Kenilworth and Whitnash, and the market town of Southam. The area is similar to the administrative boundary of Warwick District, although a small part of Stratford-on-Avon District is also included. This area forms the southern end of the North/South Corridor, which is covered in Section 3.2 of the LTP.

The area is located in the heart of Warwickshire and has good strategic links to a number of other parts of the County such as Stratford-upon-Avon and Rugby. Regional links to Coventry and the East Midlands via the North/South Corridor, and Birmingham and Solihull via the rail and trunk road networks are also good. The area also benefits from good links to Banbury and London via the M40 corridor and rail services on the Birmingham – Marylebone line.

In developing the proposals for this part of Warwickshire, the County Council has worked in close partnership with Coventry City Council and Solihull Metropolitan Borough Council in order to be compatible with their LTP proposals.

The Overall Context

Population

The resident population in this part of Warwickshire is growing, as illustrated in Table 3.8.

Warwick District - Resident Population Characteristics			
Town	Population in 1991	Population in 2001	% Change
Warwick	22,709	25,434	+12.0
Leamington	42,335	45,114	+6.6
Kenilworth	21,966	23,219	+5.7
Whitnash	7,385	7,798	+5.6
Southam	5,304	6,509	+22.7
Warwick District	118,300	125,931	+6.5

Between 1981 and 2001, the area experienced a considerably higher rate of population growth than the average for England and Wales.

Warwick District has seen the greatest increase in the number of households in Warwickshire, with an increase of just over 14% since 1992.

There has been a considerable increase in the elderly (75-84) and very elderly (85+) age groups since 1992, with these age groups increasing by 20% and 30% per cent respectively. This mirrors national trends for population age.

At 4.45 (persons/ha), population density in Warwick District is second highest of the Districts/Boroughs within Warwickshire and almost double the County figure of 2.56. However, the area has a far lower density of population than the highest Borough (Nuneaton and Bedworth), which has a density of 15.09.

A summary of the District's performance against the new Census health indicators is set out in Table 3.9.

Warwick District - Performance Against the new Census health indicators			
	Percentage of the local population with a long term limiting illness	Percentage of the local population whose health is not good	Percentage of the local population aged 16-74 who are economically inactive, permanently sick/disabled
Warwick District	15.4%	7.4%	3.4%
Warwickshire	16.8%	8.1%	4.2%
England and Wales	18.2%	9.2%	5.5%

Socio-Economic Issues

In socio-economic terms the area is above the average for the County. Mean household income in Warwick District is the highest of the Districts and Boroughs at £35,200. This has risen faster over the last four years than in any other District/Borough within Warwickshire or the UK average. The proportion of low income households (i.e. those earning less than £10,000 per annum) is 10.6%, which is the third highest percentage of the five Warwickshire District/Boroughs and compares well with the national figure of 14%.

As measured by the Index of Multiple Deprivation, the County has 37 areas (at the Super Output Area level) that fall amongst the worst 30% deprived in England. Only five of these are within Warwick District, with four being in Leamington Spa and one in Warwick.

The unemployment rate within Warwick District (2004 levels, as measured by the Claimant count) was 1.3%. There has been a gradual fall in unemployment rates over recent years, reflecting national trends, although the County-wide rate has remained fairly static.

The Environment

The environment of this part of the County is rich and diverse, and includes the historic town of Warwick and its castle, and the spa town of Leamington. Kenilworth also has an historic castle, which is set close to the open expanse of Abbey Fields. The area is also home to the River Avon and the Grand Union Canal.

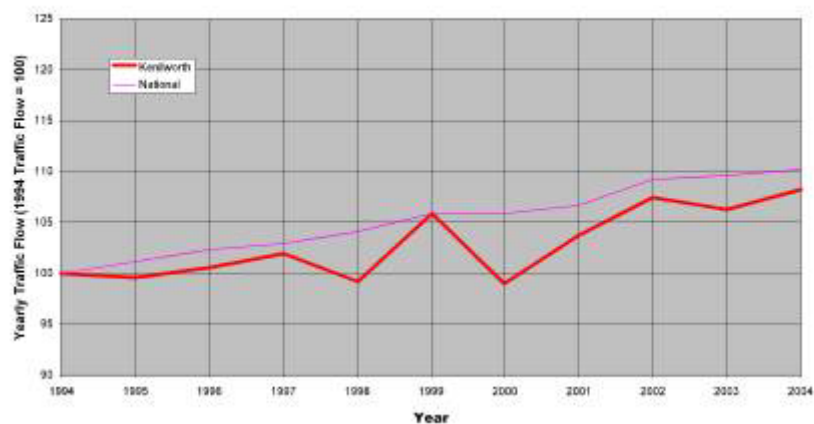
Although much of this part of the County is of an urban nature, the immediate hinterland of the four main towns is made up of high quality agricultural land and open countryside.

Travel Patterns

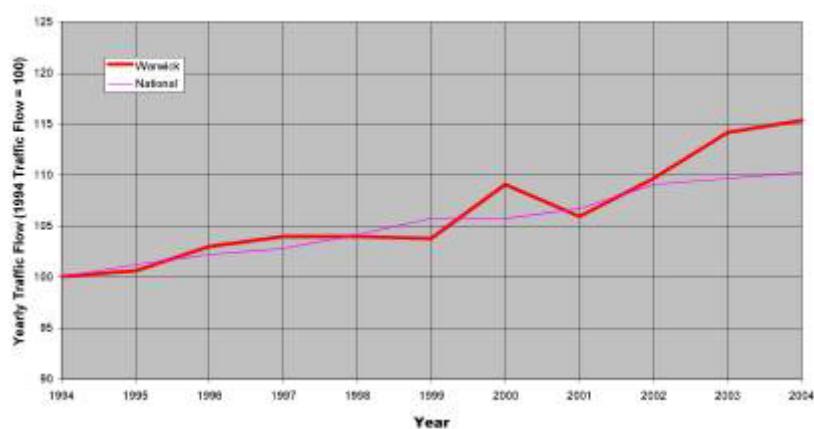
Road Traffic Growth

Over the last 10 years, traffic growth has been 8% in Kenilworth, 13% in Leamington Spa and 15% in Warwick. This compares with the average for Warwickshire's towns of 11.9%. In the face of a growing population and economic prosperity of this area, it can be expected that traffic and congestion will continue to grow without a prominent intervention to promote alternative modes of transport to the car.

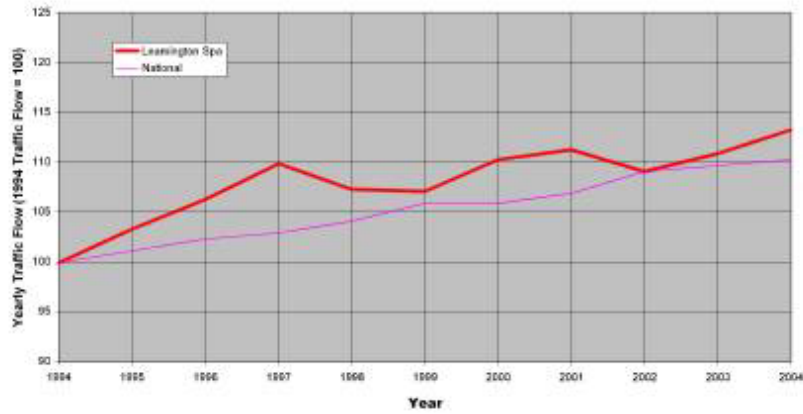
Kenilworth - Traffic Growth



Warwick - Traffic Growth



Leamington Spa - Traffic Growth



Modal Split

The modal split for journeys to work is shown in Table 3.10 below. Travel by car is the main mode of transport across the County, although in Warwick District the percentage using this mode is lower than in the other four areas. However, at 68.8% of journeys to work, car use is significantly higher in the area than nationally (61%).

Over 11% of people walk to work in Warwick District, compared to only 7.3% in North Warwickshire Borough, which is probably a reflection of the more urban nature of Warwick District.

Bus use is 3.3% compared to the County average of 3.4%. Travel to work by train, at 1.9%, is higher than County average of 1.3%, which is likely to be due to the accessible railway stations with good links to employment opportunities.

The proportion of people working at home reflects the County average of 9.7%.

	Car	Public Transport	Bicycle	Walk
Warwick District	68.8%	5.3%	3.5%	11.2%
Warwickshire	71.2%	4.7%	2.9%	9.7%
English Shire Counties	66.8%	7.6%	3.1%	10.1%

The Journey to School

Table 3.11 shows a summary of modal split for the journey to school. Recent years have shown an increase the proportion of children travelling to school by car, in line with national trends. The journey to school is a particular problem within Warwick, where there is a high concentration of schools that have a significant impact on the local transport network.

Warwick District – Journey to School Modal Split (Source: WCC)				
	Car	Public T.	Bicycle	Walk
Warwick District	39%	9%	8%	43%
Warwickshire	37%	15%	4%	43%
UK	30%	14%	1%	46%

At 39%, the level of car use for the journey to school in Warwick District is the joint highest in the County, equalling that in Stratford on Avon. There are a number of private schools in Warwick that draw in pupils from a wide area, which accounts for the heavy reliance on the car. On the other hand, the numbers of children cycling to school in Warwick District is more than double that of anywhere else within the County. This is due to the high density of population in the Warwick/Leamington Spa/Whitnash urban area, meaning that a high proportion of children live within cycling distance of their school. The County Council has helped to facilitate cycling to schools by providing local cycle routes to Warwick schools.

Transport Problems and Opportunities

A Fairer, More Inclusive and Accessible Transport System

Car ownership for most households in the area is high, so impediments to accessing services mainly relate to congestion on the highway network and limitations in the availability and access to viable alternative means of transport. However, limited access to alternative means of transport to the car is a particularly pertinent issue for those groups of residents who have lower than average levels of car ownership or access. These are typically the mobility impaired, the elderly and the young.

The bulk of the population in the urban areas live within easy walking and cycling distance of local services, public transport routes and major public transport interchanges. No point in the urban area is more than 2 miles from the town centre.

In the urban areas bus service coverage is geographically quite comprehensive, although the location of some key public services such as Warwick Hospital and some education and employment centres on the periphery of the urban area limits the number of direct bus services. However, service frequency and reliability, although improving through the introduction of high frequency low floor buses on some routes, can be below desirable standards and is often hampered by congestion.

Access to the national rail network is good in Warwick, Leamington Spa and the villages around Warwick Parkway, but less easily accessible for other areas, particularly Kenilworth and Southam.

Communities in the rural areas can be subject to limited access to alternatives to the car, particularly where bus services are often not commercially viable. Good opportunities exist to work with what are typically active and motivated communities to minimise access barriers. Over the period of the first LTP, a number of initiatives have been pursued through community-based schemes, including car-sharing databases, taxi buses, flexibus and the Wheels-to-Work initiatives. By working in

partnership with other authorities and community groups, further opportunities can be explored over the period of this LTP.

Within Warwick, Leamington Spa and Kenilworth, the physical alignment of the transport infrastructure serves to reduce accessibility by restricting movements in certain locations. For example, the alignment of rail and canal corridors can result in lengthy detours for accessing local services and facilities. This can deter travel on foot or by bicycle. Opportunities to improve accessibility by providing new or enhanced crossing points exist in Kenilworth through the town centre redevelopment proposals, in Leamington Spa through the potential redevelopment of sites to the south of the canal, and in Warwick through the development of Safe Routes to School initiatives and Sustrans cycling routes.

Ensuring ease of access to the town centres throughout the strategy area by all modes is important for their future vitality and viability. Factors such as the nature, location and quantity of parking provision in the town, as well as barriers to pedestrian and cycle movement and limited public transport provision all affect ease of access. Some opportunities to improve access have been identified over the life of the first LTP, such as proposals for a traffic management scheme in Warwick town centre and a mixed priority demonstration project for the Department for Transport in the central area of Leamington Spa. Further opportunities to ensure ease of access will arise and can be taken forward during the life of this LTP. This will involve community and stakeholder consultation, the review and development of Decriminalised Parking Enforcement, the regeneration of Kenilworth town centre and developer funded infrastructure improvements.

Full Employment and a Strong, Sustainable Economy

Parts of the strategy area are subject to some of the worse congestion in the County, both on the strategic road network and within the urban areas. The close proximity of the M40, A46 and A45 to Warwick and Kenilworth has a significant effect on the urban areas, where some traffic seeks alternative quicker routes through the town centres in order to avoid congestion. Significant congestion occurs at Longbridge (M40 Junction 15) and Tollbar End (A46/A45 junction). While proposals to address the problems at these locations are discussed in greater detail within the North/South Corridor section, a significant improvement to their operation is particularly important in maintaining the attractiveness of the area for new investment and to maintain its current status as a prestigious location for a number of major company HQs.

There are significant employment areas in the south of Warwick and Leamington Spa and congestion on the local road network is an issue for both employers and employees. Measures to address this should be sought in order to maintain and enhance the attractiveness of existing and future employment development areas in south Leamington and south west Warwick.

Some opportunities to improve road capacity exist within the area; these can either be used to provide priority for public transport, ease congestion or provide environmental relief. However, within the urban areas the density of historically valuable buildings can often limit the scope to improve road capacity or the ability to undertake new road construction. This consequently limits the opportunities to improve the balance of infrastructure provision towards alternative modes without removing some of the traffic capacity for private vehicles. In order to maintain a

publicly acceptable and economically and environmentally sustainable transport system, a balance must be struck between the traffic demands of existing land use and future development proposals, the wider objectives of the LTP, and the desired improvements to the built environment. To do this, full advantage of opportunities and solutions based on both soft and hard measures must be taken. To be successful these must involve partner authorities, major employers and the wider community.

The relatively high number of tourist attractions within the area provides a significant benefit to the local economy. However, in the case of Warwick this is not always fully exploited, as many visitors to the main tourist attraction of Warwick Castle do not visit the town or the wider area.

A Reduction of Transport Impact on the Environment

The strategy area has a number of large Conservation Areas, primarily in Warwick, Leamington Spa and Kenilworth. These are intended to protect the significant quantity of historically valuable building stock. There are a number of notable national and international tourist attractions, including Warwick Castle, the Royal Pump Rooms, Jephson Gardens, Warwick town centre and Kenilworth Castle. These can attract large numbers of visitors, which benefit the area in economic terms, but which can present challenges by causing significant fluctuations in traffic. Due to the town centre location of many of the attractions, this can cause difficulties for managing the volume and impact of traffic in the town centres. This is further exacerbated as many tourists arrive by car, having either first visited Stratford-upon-Avon or with the intention of travelling on to there. The positive management of the town centre environments is not only important to benefit the fabric of the area and for local residents, but also to ensure that the area remains attractive and pleasant in order to support the tourist economy.

There is a well-established Green Belt surrounding the urban areas, which is protected by its definition within the Warwick District Local Plan. The Local Plan is currently being reviewed, but it is anticipated that similar levels of protection will continue to be applied. This will concentrate future development within or close to the established urban areas and will tend to intensify the effect of additionally generated traffic on the urban environment.

There are high levels of town centre residency in all the urban areas which, combined with the mixed shopping, office and employment within easy walking and cycling distance, provide good potential for increased use of alternative modes. Modal shift or increased use of alternative modes could help limit the impact of traffic on the environment.

Warwick District Council has undertaken an air quality review and has subsequently designated three Air Quality Management Areas (AQMAs) where exceedences of NO₂ are occurring regularly. These are located in the centre of Barford, the Jury Street/High Street area of Warwick and around the junction of High Street/Bath Street/Clemens Street in the Old Town area of Leamington Spa.

The air quality issues within Barford will be addressed with the forthcoming implementation of the A429 bypass (following the confirmation of the Orders by the Secretary of State in March 2004 after a successful Public Inquiry).

In Warwick a scheme that could significantly improve the air quality in Jury Street and High Street has been identified in detail. However, although the initially identified approach received some support, the more detailed scheme has proved to be contentious and not well received by the public. Further consideration of a way forward to improve air quality in this area and the wider town centre will need to be undertaken during this LTP.

The air quality area in Leamington Old Town will be challenging to resolve due to the limited alternative routes for traffic on the key A425 east-west corridor, the physical nature of the tall buildings and the close proximity of the railway line overbridge. However, opportunities to address this may exist through the involvement of local stakeholders, integration with other LTP capital project delivery and the development of 'soft' measures such as travel plan initiatives, education and awareness programmes.

Noise and vibration from high volumes of traffic can be intrusive in residential areas and can detract from quality of life for those residents affected. An additional factor in Warwick, Leamington Spa and Kenilworth is the high number of historic and older buildings. These can be more susceptible to the impact of traffic due to different construction methods and, in the case of some listed buildings, restricted changes to the building structure. Furthermore, the use of 'soft' stone in some buildings and structures, particularly in Warwick, can leave them more susceptible to erosion and staining, which can be further exacerbated by high volumes of traffic emissions.

A poor environment for users can adversely influence the attractiveness of walking and cycling as an alternative mode. In this part of the County, the primary environmental disincentive appears to be traffic volume. However, the significant green areas within and surrounding the urban centres potentially offer opportunities to develop routes away from the main traffic flows. In exploiting these opportunities care must also be taken to ensure that routes relate to desire lines in order to maximise the potential for modal shift, as opposed to purely catering for recreational demand. Excess traffic speed can also reduce the attractiveness of walking and cycling, particularly in creating impediments to easy crossing and by intimidating these vulnerable road users.

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

In 2004, there were 460 road casualties in Warwick District, with:

- 75 killed or seriously injured; and
- 385 slightly injured.

Continued improvements in road safety will form an important part of the transport strategy for the area. This includes tackling the problem of the proportionally higher incidence of child road casualties.

Crime and fear of crime can deter walking, cycling and the use of public transport. Similarly, the perceived safety and security of parking may deter people from travelling by car to certain destinations. Existing CCTV schemes have produced encouraging results and further opportunities to address the problem of actual and

perceived crime and safety in and around transport interchanges and facilities can be sought.

Outside the urban parts of the area, the safety issues primarily relate to enforcement, education and training, publicity, engineering measures and enforcement. Inappropriate speed on rural roads, if not directly a potential accident problem can also adversely effect the environment for other road users and residents.

Integration of Transport

With three important railway stations (Warwick, Warwick Parkway and Leamington Spa), good integration between rail and other modes is key to taking full advantage of the available transport choices. Issues at Hatton and Lapworth stations are dealt with in the section covering Western Warwickshire. Significant improvements have recently been made at Leamington Spa Station to improve bus, pedestrian and cycle access as well as the general facilities and environment of the station. However, the orientation of the main entrance still causes difficulties for convenient and direct pedestrian access from the nearby town centre, and the close proximity of the town centre also restricts the amount of land available for car parking.

The Warwick District Local Plan is currently under review, which provides a good opportunity to improve the co-ordination of land use planning and the provision of transport infrastructure. There is significant housing development in south west Warwick which the full completion of is anticipated to fulfil the majority of the District's housing needs up to the end of the next Local Plan period (2011). The Stratford-on-Avon District Local Plan is also currently under review, and will provide similar integration opportunities during the next Local Plan period (2011).

The high influence of the trunk road network in the strategy area, interaction with multiple authorities through the North/South Corridor, and the importance of the private sector in bringing forward rail proposals will require a high level of inter-agency cooperation for the successful delivery of the LTP objectives. This is particularly the case with the Highways Agency where the resolution of trunk road issues will support the delivery of environmental improvements, traffic management initiatives and provision for alternative modes.

Whilst good linkages between all policy areas are important, there are a number of linkages that have particular relevance in the towns of this area where limited and congested road space leads to high competition between different modes. Linkages that maximise the effectiveness of measures, both in financial terms and outcomes, include:

- The delivery of the Quality Cycle Corridor programme and the Safer Routes to Schools initiative, where high densities of schools share common catchments in corridors that serve areas of housing and employment;
- Tackling school travel issues and providing improvements for alternative modes to help reduce congestion;
- The delivery of Decriminalised Parking Enforcement, the distribution of town centre parking and the implementation of Park and Ride;
- The delivery of bus priority, passenger information and Intelligent Traffic Systems to manage traffic more efficiently; and

- Health policies and the provision of facilities for alternative modes, including recreational facilities.



The Strategy

General

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

- A continued focus on improving facilities for pedestrians, cyclists and motorcyclists, particularly within the urban areas;
- Continuing the implementation of the Safer Routes to School initiative, both in the urban and rural areas;
- Tackling the impact of school related traffic through the provision of attractive and safe alternatives, particularly for secondary school and colleges of further education;
- Promoting better public transport services (bus, rail and community transport), both in the urban and rural parts of the area, including a step change in public transport provision in the North/South Corridor and in Warwick and Leamington Spa;
- Improving facilities for transport interchange at the railway stations and bus station/main bus routes in the area;
- Continued maintenance of the highway network, including bridges;
- Carrying out an assessment of the accessibility needs of the community, particularly for disadvantaged areas or groups;
- Securing the provision of travel plans in relation to significant new development and encouraging existing large trip generators to adopt their own travel plans;
- Integrating land development proposals with accessibility improvements;
- Minimising traffic generation by encouraging new development in locations well served (or that have the potential to be well served) by a range of modes;
- Promoting road safety, and implementing casualty reduction schemes in corridors and at specific locations where known problem exist;
- Controlling and managing car parking provision, giving a high priority to improving the enforcement of parking regulations;
- Ensuring that sufficient short stay parking is available at a cost and convenience to support a vibrant town centre economy and measures to improve the efficiency of the existing highway network;

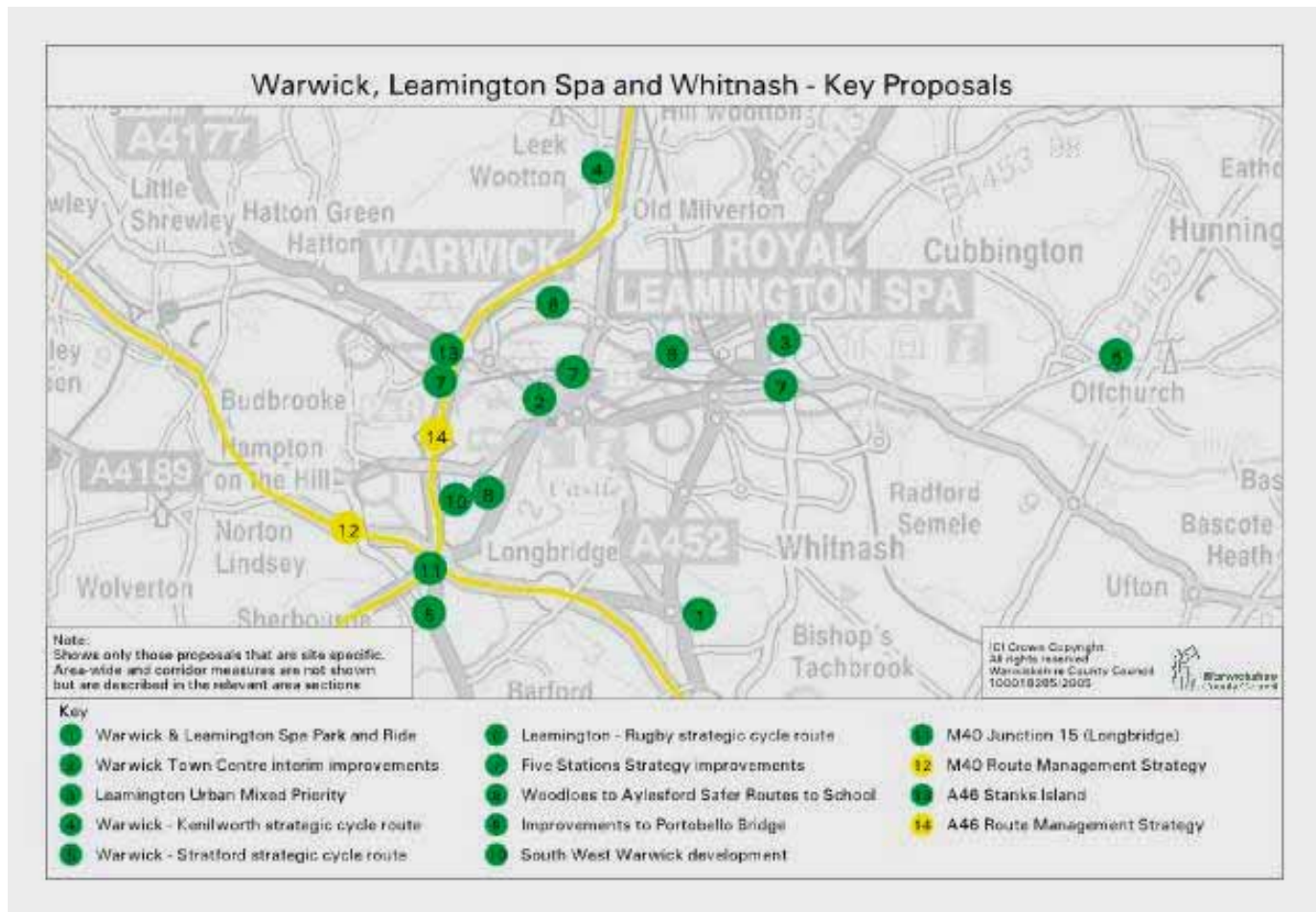
- Exploiting the linkage opportunities between the delivery of Decriminalised Parking Enforcement, the distribution of town centre parking and the delivery of Park and Ride to maximise the economic benefit to the town centres whilst reducing the impact of traffic;
- Maximising linkages between health policies and the provision of facilities for alternative modes, including recreational facilities;
- Working with Warwick District Council to identify an strategy and action plan to tackle air quality issues; and
- Reducing speeds in the urban areas in order to improve the environment for residents and vulnerable road users.

The remainder of this section sets out the key proposals that are likely to come forward in Warwick/Leamington Spa/Kenilworth/Whitnash during the lifetime of this LTP. These are covered under the following headings:

- Warwick, Leamington Spa and Whitnash;
- Kenilworth;
- The market town of Southam; and
- Other general area issues and improvements.

Warwick, Leamington Spa and Whitnash

Although Warwick, Leamington and Whitnash are three distinct towns with their own separate character, in transport terms, they can be considered as being similar to a single urban area. Key proposals for this area are illustrated in Figure 3.22.



During the previous LTP a preferred approach to traffic management in Warwick town centre based on preliminary investigations was identified. Subsequently detailed proposals to limit the impact of traffic on the town centre, improve pedestrian, cycle and public transport facilities as well as linkages between Warwick Castle and the town centre were developed. These were presented through a public consultation process, but their wholesale implementation was not well supported. Consequently, a package of interim traffic management measures was identified and endorsed by the County Council for implementation. Further consultation on additional traffic management measures will be undertaken during this LTP. The outcome of these consultations will also influence the development and implementation of other future transport works in Warwick.

Leamington Spa has benefited from a successful bid to be one of the first five Urban Mixed Priority Route demonstration projects for DfT. The principle objective has been to reduce casualties, however the project is also taking the opportunity to adopt an holistic approach to implementation which is including the resolution of a number of maintenance issues. Following a successful reception at consultation supported by a high level of stakeholder involvement in the development of the scheme, the first stage of construction will commence in 2005/06 and be will completed by 2006/07.

Improvements for Pedestrians

As detailed in the County Council's Pedestrian Strategy, measures will focus on the provision of safe and convenient crossing points to facilitate easy pedestrian

movement and address safety issues. Specific areas where improved crossings, routes and priority will be sought, include:

- Improving the linkages to and from the employment and retail areas in South Leamington in the vicinity of Tachbrook Park Industrial Estate and the Shires Retail Park;
- Improving the linkages between Leamington Spa Station and the town centre;
- An improved route between Warwick town centre and Warwick Station;
- Improved links between the town centre and the employment areas of Warwick Technology Park and the Wedgnock and Lower Cape industrial areas; and
- The provision of new or significantly improved major pedestrian facilities at or on:
 - Gallows Hill/Banbury Road junction, Warwick;
 - Saltisford/Vittle Drive junction, Warwick;
 - Warwick Road/Rugby Road, Leamington Spa;
 - The Parade, Leamington Spa;
 - High Street/Tachbrook Road, Leamington Spa;
 - High Street/Bath Street, Leamington Spa;
 - Adelaide Road/Avenue Road, Leamington Spa; and
 - Avenue Road/Station Approach, Leamington Spa.

Improvements for Cyclists

Cycle route investment will be focused within the urban areas except to complete the Sustrans strategic routes between:

- Warwick and Kenilworth;
- Warwick and Stratford-upon-Avon; and
- Leamington Spa and Rugby.

Promotional work will include the publication of a cycle route map and guide for Warwick and Leamington Spa.

Within the urban areas the further implementation of the cycle route network will focus on completing separate North-South routes, one through Warwick and one through Leamington Spa and Whitnash. The East-West corridor linking the Warwick and Leamington via Emscote Road will also be developed. Specific measures will include:

- The completion of the Safer Routes to Schools link from Aylesford Secondary School to Woodloes Park.
- The completion of the Sustrans routes from the A429 Stratford Road to Warwick Railway Station and on to Kenilworth will share some sections of the SRS route;

- The completion of a cycle route from Warwick town centre to Warwick Technology Park and on to the employments areas of Tachbrook Park and Heathcote;
- The completion of the Tachbrook Road cycleway from Queensway to High Street;
- The completion of the East-West corridor link to Leamington Spa;
- Provision of a Safer Routes to School link from Bishops Tachbrook to Leamington Spa;
- Provision of a Safer Routes to School from North Leamington School to the town centre; and
- Provision of improved cycle parking within each of the three town centres.



Public Transport – SPARK Major Scheme

To deliver the need for a 'step-change' in public transport provision in the Warwick/Leamington Spa area, the County Council is submitting a Major Scheme bid with this Provisional LTP to secure the necessary funds to allow its delivery. A detailed description of the SPARK scheme can be found in Part 4 of this LTP.

Other Public Transport Improvements

Other public transport related initiatives in the Warwick, Leamington Spa and Whitnash area include:

- Improvements to the pedestrian and cycle links to Warwick and Leamington Stations;
- Improved cycle and powered two wheeler parking at Warwick and Leamington Stations;
- Improved bus services between Whitnash and Lillington, and Whitnash and Warwick Hospital;
- Additional car parking at Leamington Spa Station;
- Warwick Station – Real Time Information Displays and Taxibus;

- Warwick Parkway – Additional car parking and Taxibus;
- Cubbington to Leamington Quality Bus Corridor (QBC);
- The introduction of a Quality Bus Initiatives (QBI) on the following corridors:
 - Leamington Spa – Tachbrook – Kineton – Stratford QBI;
 - Hatton Park – Warwick – Heathcote – Leamington QBI;
 - Lillington – Leamington Spa QBI;
- Improved bus information provision at Warwick Bus Interchange, Leamington Spa Parade and Leamington Spa Rail Station; and
- Working with partners to ensure minimum service levels at rail stations.



Parking

As detailed in the County Council's Parking Strategy, Decriminalised Parking Enforcement (DPE) is being pursued throughout Warwickshire and will result in a significant improvement in parking enforcement. In implementing DPE in Warwick, Leamington Spa and Whitnash, we will work closely with Warwick District Council. The implementation of DPE will be designed to compliment the LTP policies of altering the balance of long and short stay parking provision in the town centres, and by moving long stay parking provision to the peripheries and short stay closer to the centres in order to aid economic vitality. Implementation will include:

- A comprehensive review of existing on and off-street parking stock, charges and length of stay, signing and information - altering as demanded or justified;
- A review of the business case to determine the extent to which on-street parking charges may need to be applied; and
- The review and alteration of residents parking schemes in order to control displacement of parking onto residential streets.

The public transport SPARK scheme includes proposals for the development of a Park and Ride facility at Greys Mallory near the M40 (Junctions 13 and 14) to serve Warwick and Leamington Spa. Consequently, the delivery of a scheme in this area will be pursued during this LTP. Care will be taken to ensure that the delivery of Park and Ride and DPE will be complementary.

Motorcycling can play a positive role in helping to reduce congestion and provide a sustainable alternative to the car. We will seek to provide (in partnership with Warwick District Council) further free, secure and centrally located parking provision, both on and off-street.

School Travel

There is a cluster of independent and state schools in Warwick, that together have a considerable impact on traffic levels in term time, particularly during the morning peak period. The independent schools tend to draw from a wide catchment area and, although bus services are provided, levels of travel by car are still high. In order to tackle this we will investigate the feasibility, and, if feasible, progression of a pilot Drop and Ride scheme to serve the schools of Warwick. In addition to other suitable sites around Warwick, this could utilise the proposed Park and Ride site at Greys Mallory to the south of Warwick and Leamington Spa.

In addition to the completion of the Aylesford – Woodloes Safer Routes to Schools cycle link, other measures to tackle the impact of school travel and improve the safety of those traveling will be pursued as and when identified. For example, we will seek to implement 20 school travel plans within Warwick, Leamington Spa and Whitnash over the period of the LTP.

Air Quality

The County Council will work with Warwick District Council to develop and implement an action plan to tackle the three Air Quality Management Areas (AQMAs).

Highway Improvements and Traffic Management Measures

Due to the historic nature of the road network in Warwick and Leamington Spa, there is little scope to significantly improve highway capacity within the urban area. As such, the highway network will be managed through:

- Continued support for major improvements to junctions 13, 14 and 15 on the M40, where existing congestion can affect travel habits and route choice with adverse consequences for Warwick and Leamington Spa;
- Continued support for improvements to the A46/A45 Tollbar End improvements as discussed on the North/South Corridor section;
- The use of Intelligent Transport Systems in Warwick and Leamington Spa to manage traffic flow and limit increases in congestion, whilst also improving conditions for pedestrians, cyclists and public transport users;
- The pursuit of improvements to the Portobello Bridge on the A445 Emscote Road corridor between Warwick and Leamington Spa in order to resolve a number of structural issues, improve safety and provide improved facilities for pedestrians and cyclists;
- The promotion and development of travel plans with new and existing major traffic generators;
- Seeking improvements for tourist information and access particularly from the south via the M40 and trunk road network; and

- Investigating the feasibility of a tourist shuttle between Stratford-upon-Avon and Warwick Castle to encourage visitors into Warwick town centre, but without generating additional car movements.

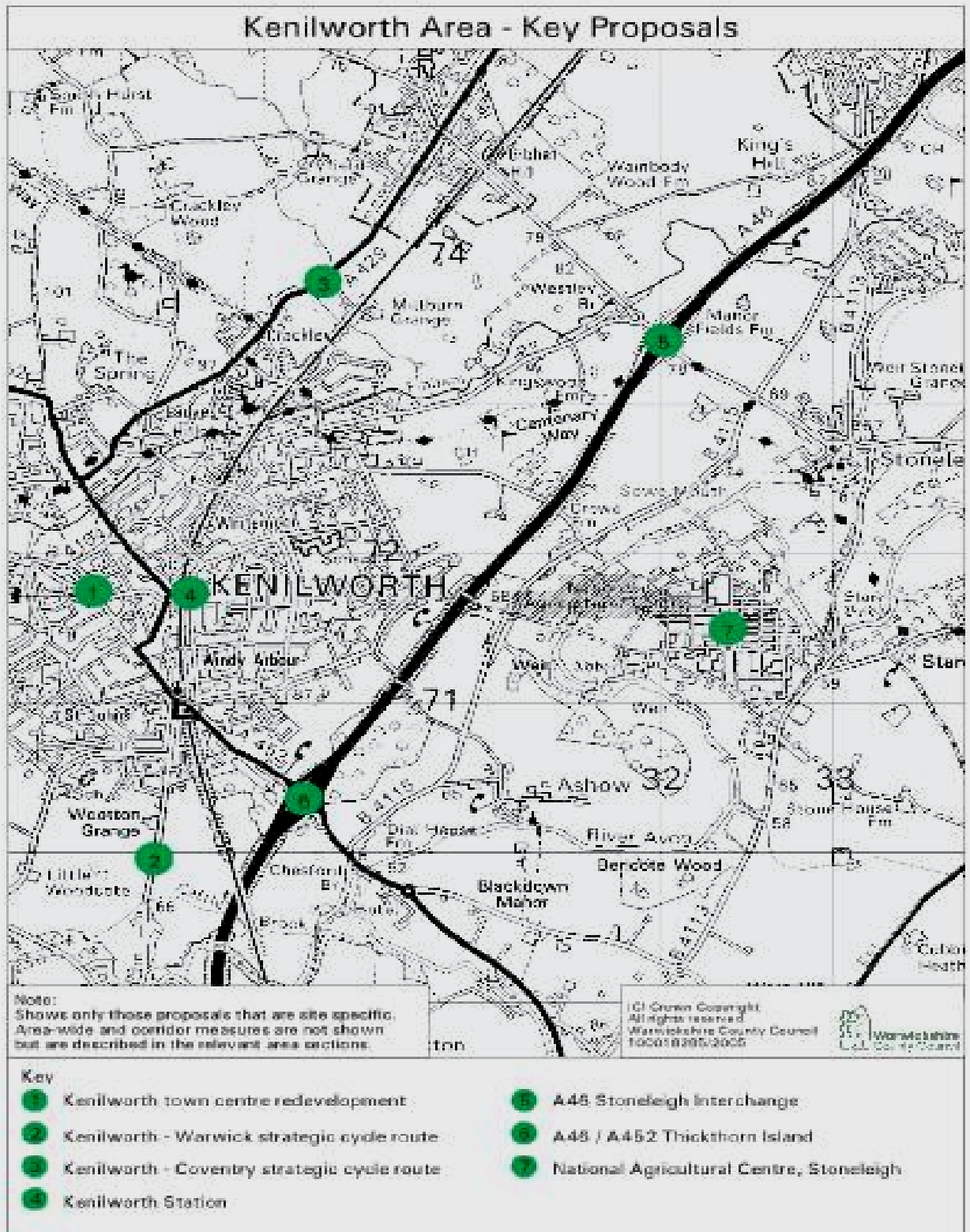
Kenilworth

Key proposals in the Kenilworth area are illustrated in Figure 3.23.

Kenilworth Town Centre Redevelopment

During the first LTP period, the County Council, Warwick District Council and Kenilworth Town Council have come under increasing pressure from businesses and citizens within Kenilworth to bring forward improvements to the town centre. In response to this, the County, District and Town Council agreed to prepare a Town Centre Action Plan to set out the way forward for Kenilworth over the next 5-10 years.

A number of options were put forward in a wide-ranging consultation exercise, which was undertaken during 2004 to establish public opinion and support for a variety of schemes and proposals. Central to the consultation was the provision of a new supermarket in the town centre, and associated improvements to the Talisman Square shopping centre. Provision of a single 'One Stop Shop' for advice on District/County services (Kenilworth Connection), relocated community facilities and a new police station also formed part of the consultation.



Response to the consultation was comprehensive and generally supportive of the proposals. A number of comments were received regarding the likely traffic and transport impact of the development options.

The County Council has tested the traffic impact of a number of development scenario options on the transport network of the town. Key issues in relation to traffic and transport that have emerged are:

- Changes to traffic management to cater for access to the town centre as well as access for the wider town;
- Access for HGVs making deliveries to the town centre;
- On and off-street parking provision;
- Improvements for pedestrians, including the provision of pedestrian priority streets;
- Improvements for cyclists;
- Bus service and infrastructure provision; and
- Retention of accessibility options from the town centre to the proposed site of Kenilworth Railway Station.

Measures to address these issues are linked to the implementation of the development proposals and will be pursued as these are bought forward.

It is anticipated that the Kenilworth Town Centre Action Plan will form a key input to the preparation of the District Council's first Local Development Framework for the area in the next five years. The County Council will continue to work in partnership with the District and Town Councils during this LTP period to develop and implement the Town Centre Action Plan.

Walking and Cycling

Many improvements to the pedestrian environment are linked to the town centre redevelopment, including facilities on Station Road.

The following cycle routes will be pursued:

- Completion of the Sustrans cycle route from Warwick through Kenilworth and on to Coventry;
- Improvements to the East-West links from the town centre across the railway line as part of the development of the railway station proposals; and
- The delivery of a cycle link from Kenilworth to Warwick University, in conjunction with Sustrans and Coventry City Council.

Public Transport

The County Council is also committed to pursuing the provision of a new station to serve Kenilworth on the Leamington Spa to Coventry rail line. The preferred site for the new station is located near to the town centre off Priory Road, and has been identified in the Second Deposit Draft Warwick District Local Plan. It is envisaged that the station would include parking facilities, a Kiss and Ride drop-off point, taxi provision and bus/rail interchange facilities. A network of cycleways and footways will provide links with the local residential areas and the town centre. Delivery of the station is dependent on identifying and securing the required capacity in the rail

network and, as detailed in the North/South Corridor Strategy, work to do this will continue during this LTP with a view to full delivery of the station.

Parking

Decriminalised Parking Enforcement will be implemented in Kenilworth as part of the proposals for Warwick District (see above).

Southam Market Town Initiative

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

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

Other General Area Issues and Proposals

Highway Improvements and Traffic Management Measures – Barford Bypass

The need for a bypass of Barford on the A429 between Warwick and Wellesbourne was identified in the 2000 LTP, with the principal objective of reducing the environmental impact of vehicular traffic on the village of Barford. Following a Public Inquiry and favourable recommendation by the inspector, funding and final approval was secured early in 2005. The scheme, comprising of approximately 1.95km of single carriageway highway to the west of the village, will commence in October 2005 and should be completed by April 2007.

Coventry Airport

The operators of Coventry Airport at Baginton in Warwickshire have recently proposed significant improvement and expansion of their facility. These are subject to a Public Inquiry, currently in progress at the time the Provisional LTP is due for submission. The County Council submitted to the local planning authority, Warwick District Council, that the proposals should not be approved until the District Council is satisfied that:

1. The proposal would be compatible with the Government's new national air transport policy;
2. Assessments of noise impacts on the local community are adequate and demonstrate that those impacts identified would be acceptable, and
3. The Highways Agency has confirmed the acceptability of the proposal in relation to surface access onto the A45 and the impact on the A45/A46 Tollbar End junction.

Should the Airport be given permission to expand its service portfolio, the following improvements are likely to be sought:

- Preparation of an Airport Surface Access Strategy;
- Improvements to the A45/A46 Tollbar End roundabout;
- 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 intend 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 of the proposed expansion. Specific problems that are being discussed include the following:

- The impact of the proposed expansion on the A46 Stoneleigh Interchange, albeit with the provision of an upgraded junction at this location as part of the expansion of the National Agricultural Centre;
- The impact of increased traffic flows at the Stoneleigh Road/Dalehouse Lane roundabout;
- The impact of increased traffic on Stoneleigh Road, and at the junction of the A429 Kenilworth Road with Stoneleigh Road and Gibbet Hill Road (located within Coventry City);
- In light of the above issues, the need for either an upgrade of Stoneleigh Road and the junction at Gibbet Hill, or the provision of new highway infrastructure to improve access to the University from the A46;
- The need for improved public transport provision to the University, particularly from Leamington Spa and Coventry city centre;

- The need for improved pedestrian and cycle facilities; and
- Other measures such as the need for a revision to the established University Travel Plan.

Given the location of the University on the Warwickshire/Coventry boundary and the likely impact of the proposed expansion on access from the A46, the County Council intend to work in partnership with Coventry City Council and the Highways Agency to identify a coherent transport strategy to support the expansion of the University.

Freight

The development of Countywide freight routes through the Freight Quality Partnership will be supported and the need and opportunity out of town HGV parking facilities explored.

As part of the process of identifying and publishing Freight Quality Corridors through the Freight Quality Partnership the need for environmental weight restrictions will be reviewed.

In order to minimise any disruption to the operation of town centres during peak traffic periods and to improve the environment for shoppers, the potential for restricted delivery periods will be explored with Warwick District Council, Town Councils, traders and other stakeholders within the main towns.

Community Transport and Rural Access

During this LTP community transport initiatives will develop and build on existing transport brokerages, Dial-a-Ride schemes, Car share schemes and moped loan schemes as part of the Countywide strategy to support local needs and levels of demand. We will seek to secure on-going funding commitments to support Rural Transport Partnerships. We will also seek opportunities to deliver new demand responsive community transport facilities.

Travel Plans

The County Council intends to pilot a Car Share Database from its offices in Warwick, which will also be open to other businesses in the area. If this proves to be successful, it is likely that the scheme will be made available for use by the general public.

Hatton

The village of Hatton on the A4177 Warwick to Solihull road has recently been subject to significant expansion due to a number of allocated housing developments. As part of the development and delivery of wider transport initiatives such as improvements to Warwick Parkway and the SPARK project, measures to improve access to transport will be sought. Additional parking capacity is proposed at Hatton Station on the Birmingham to London Marylebone line as part of the joint Warwickshire County Council/Chiltern Railways 'Five Stations Strategy'.

Motorways and Trunk Roads

The County Council supports the Highways Agency's A46/M5/M50 and M40 Route Management Strategies, and the proposals to fully resolve the problems at the M40/A46 junction at Longbridge (subject to further consultation on the detail of the scheme).

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. 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 TGI Friday roundabout has been recommended as part of the Coventry/Solihull/Warwickshire Transportation and Regeneration Study, although its technical feasibility is still to be established by the Highways Agency.

Warwick Area Committee – 22nd 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
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