

Transport Policies



6. TRANSPORT POLICIES

6.1 Transport Objectives

Policy T.1 TRANSPORT OBJECTIVES

Through the integration of transport and land use policies the accessibility and physical relationship of peoples' homes and workplaces and the services and facilities they require will be improved.

Where travel is necessary, through the Local Transport Plan and in considering transport related development proposals, the County Council will:

- (a) promote affordable transport for people on low incomes;
- (b) increase accessibility for disabled people and others with mobility problems;
- (c) provide alternatives to using cars, giving the highest priority to improving public transport, the integration of transport and improving facilities for walking and cycling;
- (d) promote economic vitality, in particular, of town centres, by making them more accessible and giving their vitality greater priority than the needs of through traffic;
- (e) encourage industry to develop distribution arrangements, including the use of rail, pipeline and canal, which minimise environmental damage;
- (f) reduce the impact of traffic on residential areas and the countryside while recognising the travel needs; and
- (g) ensure that transport related developments accord with the environmental resource policies of this Plan.

INTENT

6.1.1 Policy T.1 sets out the County Council's overall transport objectives as they relate to land use planning. They aim to help integrate transport and land use planning in order to improve the

accessibility and physical relationship of peoples' homes and workplaces and the services and facilities they require. In particular, they are geared to reduce the dependence of the private motor car, with the social and economic disadvantages this possesses.

CONTEXT

6.1.2 The Government's transport policy as it impacts on land-use planning is declared in PPG 13 (Transport). This argues that quality of life depends on transport and easy and safe access to jobs, shopping, leisure facilities and services, but claims that the continued growth in road traffic is damaging towns, harming the countryside and contributing to global warming. It requires local authorities to adopt policies that will help deliver the Government's integrated transport strategy by shaping the pattern of development and influencing the scale, density, design and mix of land uses

6.1.3 The County Council's statutory Local Transport Plan (LTP), in echoing the themes of both PPG13 and transport elements of Regional Planning Guidance, seeks to maximise the integration of transport and land use planning and, consequently, has influenced the policies of the Structure Plan. The LTP's overall transport objectives are:

- To seek a transport system which promotes a fairer, more inclusive society;
- To seek a transport system which will promote full employment and a strong, sustainable economy;

- To reduce the impact of transport on the environment
- To improve the environment of people when they are travelling

Affordable Transport

6.1.4 Accessibility problems caused by lack of affordable transport can limit work and training opportunities; lead to people paying higher prices for goods due to restricted choice; and limit access to health care facilities in rural areas.

6.1.5 To address these issues the County Council's strategy is to provide a wider range of travel choices by promoting improved facilities for pedestrians and cyclists as well as a high quality public transport system which is integrated with other forms of transport (for instance walking and cycling) and is affordable to the user.

Mobility Impaired

6.1.6 The County Council's strategy to address problems experienced particularly by the elderly and people who are registered as disabled is to provide a wider range of travel choices by promoting improved facilities for pedestrians and other users of footways, easier access to public

transport and better provision for disabled motorists.

6.1.7 The implementation of the Disability Discrimination Act 1995 will require public transport to be made more accessible to disabled people. It will also make life easier for those other people who find difficulty in using public transport. However, at first, the Act will only apply to new buses, trains, coaches and taxis.

Transport and Economic Vitality

6.1.8 The Sub-Region of Warwickshire, Coventry and Solihull acts as a 'Gateway' connecting the West Midlands to the economically prosperous South East and Continental Europe. The development of an efficient transport system for the County is, therefore, vital in order to achieve the development of the economy of Warwickshire and the West Midlands as a whole.

6.1.9 There is growing evidence that highway congestion is creating problems that inhibit the efficient movement of traffic on both the national and local highway network through the County. With road traffic levels continuing to increase, this will serve to deny reliable and reasonable access to workplaces, to potential customers to services (including shoppers and tourists) and to road hauliers.

6.1.10 A key part of the County Council's strategy to promote economic vitality is:

- to reduce the growth in road traffic, providing more choice of travel mode (the use of 'carrots'), implementing controls on travel (the use of 'sticks') and promoting a reduction in travel;
- to improve the management of the highway network, achieving more efficient use of the existing network by implementing traffic management/minor road improvements and enlarging the network by selective new road building;
- to give priority to pedestrians in the shopping core of main centres;
- to work in partnership with the freight industry to balance the need to transport freight with its impact on the environment; and
- to promote the use of rail, pipelines and canals, including working in partnership with other local authorities to protect selected sites for future rail freight connections.

Transport and Residential Areas

6.1.11 The County Council intends to ensure

that within residential areas people are not intimidated by road traffic. To achieve this, people will be given priority over traffic in selected residential districts off main traffic routes. The measures used will include:

- management/minor road improvements to reduce traffic flows and/or the speed of traffic, for example by the introduction of Home Zones; and
- the introduction of residents' parking schemes.

Transport and the Countryside

6.1.12 The principal transport issues that face residents in the rural parts of the County relate, first, to those who do not have access to a car, and, second,

the speed and volume of vehicular traffic and the movement of goods by lorry.

6.1.13 These issues are to be addressed by improved public transport, the provision of facilities for freight transport, traffic management and the control of land development as well as improved facilities for walking, cycling and horse riding.

OPERATION

6.1.14 The Policy provides certainty as to the County Council's strategic transport intentions and should be used to inform the content of district and borough local plans by helping them frame consistent policies and land allocations.



6.2 Transport Targets

Policy T.2 TRANSPORT TARGETS

Within the context of minimising private car usage across the County, measures will be implemented to achieve the following targets:

- (a) Restrict the predicted growth in peak period vehicular traffic to a maximum 20% of 1999 levels by 2011 (half the 1999 forecast of 40%) in:
 - i. the north-south transport corridor, between Nuneaton and Leamington, as identified on the Key Diagram; and
 - ii. the major urban areas of Warwick/Leamington, Nuneaton/Bedworth, Rugby, and Stratford-upon-Avon
- (b) Halve the proportion of journeys by car to schools and colleges in the major urban areas.
- (c) Double the proportion of cycle trips in the major urban areas between 1999 and 2011.
- (d) Significantly increase public transport patronage in the major urban areas and inter-urban routes between 1999 and 2011.
- (e) Achieve a reduction in private car traffic in the main town centres between 1999 and 2011.

These targets will be refined through the Local Transport Plan process.

INTENT

6.2.1 Policy T.2 seeks to reduce the use of the private car by introducing measures, together with targets, aimed at giving impetus to the increasing use of alternative forms of transport. The targets provide a context for the preparation of local plans and the determination of planning applications,

as well as for measuring the effectiveness of the County Council's own actions.

CONTEXT

6.2.2 Unless action is taken to reduce the increase in use of the private car there is real concern that there will be wide spread undesirable environmental,

social and economic consequences. The County Council, therefore, consider it appropriate to set long term targets for reducing the use of the private car and to promote the use of alternative forms of transport.

General Traffic Growth

6.2.3 The do-minimum predictions from the traffic models for each of the main urban areas for peak hour movements are set out below. The predications assume that:

- local population grows in accordance with the policies in this plan;
- the Gross Domestic Product grows at an annual average rate of 2.8%;
- current national policies are continued; and
- traffic growth elsewhere in the County is expected to continue to be generally above the national growth trend.

Forecast Growth 1999 - 2011	
Kenilworth	15.6%
Nuneaton	40.0%
Bedworth	37.8%
Rugby	40.0%
Stratford-upon-Avon	40.0%
Warwick	31.0%
Leamington	33.3%

6.2.4 The targets in Policy T2 will be taken into account during the review of the Local Transport Plan.

School Journeys

6.2.5 School Travel Plans and Safer Routes to Schools will be used to reduce car use for the school journey. All schools and colleges (including independent schools) will be encouraged to adopt these initiatives. Partnerships will be entered into with schools to deliver these programmes. School Travel Plans can only be implemented when an active partnership exists. The Safer Routes to Schools initiative is likely to be more successful when applied to schools that are active partners.

Cycle Trips

6.2.6 Cycling is a flexible, relatively cheap, sustainable and environmentally friendly way to travel that has considerable health benefits. The Government's White Paper on the Future of Transport identifies cycling as being key to achieving modal shift for short journeys of up to four miles.

6.2.7 The County Council aims to increase the proportion of trips undertaken by cycling in the major urban areas, and proposes to develop a cycle friendly road network, and comprehensive cycle parking facilities, whilst promoting

cycling as a sensible, healthy form of travel.

Public Transport Usage

6.2.8 Investment in public transport by the Council and its partners will be targeted on urban and inter-urban corridors where the potential for passenger growth is highest as well as on communities where it will deliver the most significant social benefits.

Town Centres – Pedestrian Priority

6.2.9 Town centres are too often dominated by vehicular traffic, and the Council's adopted LTP includes measures

specifically intended to reduce traffic flows in some of the main shopping streets and tourist areas of the major urban areas. In general people will be given priority over vehicles within the core of town centres by the introduction of pedestrianisation or pedestrian priority measures.

OPERATION

6.2.10 The targets contained in policy T2 will be reviewed through the LTP process as further experience and information is available, both at national and local levels. Policies in local plans should be prepared within the context of these targets.

6.3 Transport Corridors

Policy T.3 TRANSPORT CORRIDORS

Measures will be implemented to improve the choice and quality of transport options in the transport corridors identified in the Key Diagram, particularly:

- (a) commuting corridors into the West Midlands conurbation;
- (b) the north-south corridor between Nuneaton and Leamington; and
- (c) the urban areas of Warwick/Leamington, Nuneaton/Bedworth, Rugby and Stratford-upon-Avon.

Local Plans should identify and define transport corridors within their areas. Development proposals within these corridors that have significant transport demands will be expected to contribute to transport improvements in the corridor. This will include, among other measures, contributions to public transport, park and ride facilities, cycle lanes and crossings and pedestrian facilities, as appropriate.

INTENT

6.3.1 Policy T3 identifies key strategic transport corridors, requires local plans to identify those corridors precisely and expects that developments with significant travel demands will contribute to transport improvements in that corridor.

CONTEXT

6.3.2 The transport corridors identified in the key diagram perform an important role within the national motorway and rail network, providing the main linkages between places within and outside the County. They are “multi-modal”, in that they include both significant public transport infrastructure as well as major road links. Many are radial routes into and out of the conurbation and Coventry, and there is also an important north-south corridor, passing through Coventry, which runs from the north of the County to Warwick/Leamington.

6.3.3 An important role of the corridors is to link places of need to areas of opportunity. The north-south corridor is particularly important in this respect, since in general the less well off areas are in the northern part of the County and the more prosperous areas are in the south. This means that there are strong social and economic reasons for

strengthening the “through route” dimension of this corridor.

6.3.4 As these key corridors carry most of the flows of people and goods around the County it is important that development affecting them does not significantly reduce their capacity and consequently their ability to fulfil their role. Where development has an impact on transport in an identified corridor, the County Council will seek contributions towards such improvements or for mitigating measures. The Council will also work to improve the quality and quantity of public transport services within these corridors so that they can provide an attractive and realistic alternative to the private car.

OPERATION

6.3.5 It is intended that this Policy will be largely implemented by the County Council in conjunction with the district and borough councils through the LTP. However, in line with Policy T.4, local plans should also identify the circumstances where contributions to improvements in the relevant corridor would be sought from developers.

6.3.6 This Policy should not be used to justify development in corridors where it would be inconsistent with the general development policies of this Plan.

6.4 The Impact of Development on the Transport System

Policy T.4 THE IMPACT OF DEVELOPMENT ON THE TRANSPORT SYSTEM

Local Plans should provide a framework, consistent with the objectives in T.1 and the targets set out in T.2, for ensuring that the needs of people to access new development are fully met and should also set out the circumstances where legal agreements and financial contributions will be sought in order to implement the necessary measures.

INTENT

6.4.1 Policy T4 is intended to ensure that local plans include a clear policy framework, across all topic areas to:

- achieve integration and consistency between transport and land use planning;
- ensure that developments do not prejudice the achievement of the objectives and targets in this plan or the Local Transport Plan.

CONTEXT

6.4.2 Transport policies should not be seen or treated in isolation. Instead land use aims and objectives need to be woven together so that policies and decisions in all topic areas support each other. These policies need not appear in a local plan under a particular chapter heading, such as “transport”, but it is important that the relationships between the policies and the integrated thinking are made clear.

6.4.3 PPG 13 promotes such an integrated approach to policy, setting out some considerations that might not normally be thought of as transport policies. Among other things PPG 13 states that:

“In preparing their development plans and in determining planning applications, local authorities should:

- pay particular attention to the design location and access arrangements of new development to help promote walking as a prime means of access;
- promote high density, mixed use development in and around town centres and near to major transport interchanges; and
- promote and protect local day to day shops and services which are within easy walking distance of housing ...”

6.4.4 The location and layout of new developments can, therefore, have a great impact on the transport system by

encouraging or discouraging particular ways of traveling. They can provide convenient through routes for pedestrians, cyclists and public transport, whilst the internal layouts and general design features of developments should assist people who find it difficult to use the transport system and people who do not have access to cars. They should avoid encouraging dependence on using cars.

OPERATION

6.4.5 Local plans should clearly set out how transport considerations and policies will be integrated with and complementary to their land use policies. The policies in this framework should be consistent with and seek to achieve the objectives and targets in Policy T.1 and Policy T.2.

6.5 Influencing Transport Choice

Policy T.5 INFLUENCING TRANSPORT CHOICE

Choice of transport will be influenced through the following measures:

Green Transport Plans

Green transport plans will be encouraged and promoted for all major traffic generators including, educational establishments, district councils, major employers, hospitals, large retail developments and leisure facilities.

New developments generating significant travel demands will be required to demonstrate how the impact on the road network will be minimised. Formal agreements to implement business transport plans and commuter travel plans will be sought where appropriate.

Parking Standards

Consistent with the objectives in T.1 and the targets set out in T.2 and within the context of meeting the overall access demands of development and the targets, local plans will set maximum parking standards for different types of development in different locations.

Using the maximum standards set out in Appendix A as a starting point, local parking standards will:

- (a) support the general locational policies of the Plan, particularly those focusing

continued on next page

development on town centres;

- (b) account for the different circumstances in rural and urban areas;
- (c) take into account the accessibility of the location by other modes of transport;
- (d) encourage non-car based modes of transport; and
- (e) not be used to compete with other authorities for development.

Local plans should also set minimum standards for the provision of cycle parking.

Town Centre Parking

In town centres new off-street parking will only be acceptable in association with major new developments, such as retailing and leisure facilities, where:

- (a) it is consistent with the targets and parking standards in this Plan; and
- (b) there is a demonstrable shortage of parking in that town centre; and
- (c) the parking will serve the centre as a whole.

In town centres the proportion of long stay parking should be reduced or replaced with short stay parking.

INTENT

6.5.1 Policy T5 deals with three important measures which influence people's choice of transport, giving policy guidance on:

- the requirements for green travel plans;
- the standards to be applied for car parking; and

- the mechanisms for ensuring the most effective use of town centre car parking.

6.5.2 It is not the intention of the County Council to stifle development and economic activity. The measures set out in this Policy are designed to help meet the needs of development to be accessible, and are directed at ensuring that all the potential contributions of different modes of travelling are given full consideration.

6.5.3 In particular, the Council are keen to ensure that the vitality and viability of town centres is supported and enhanced through the provision of adequate car parking. However, it recognises that over provision of parking is an inefficient use of valuable town centre land and can make the town centre less attractive to use on foot. Because of this, the Policy puts in place measures to maximise the use of existing town centre parking capacity before considering proposals to provide more spaces.

CONTEXT

Green Transport Plans

6.5.4 A reduction in road traffic will be sought by:

- developing and implementing the Green Transport Plan for the County Council itself to act as a pilot and to set an example to others;
- promoting the development and implementation of Travel Plans for major traffic generators such as schools, colleges, universities, district councils, major employers (employing over 100 people), hospitals, major out of town retail developments and leisure facilities; and

- requiring, by way of planning obligations or conditions, the development and implementation of Travel Plans for new non-residential development proposals which would be major traffic generators or attractors.

6.5.5 Travel Plans should consider the traffic implications of journeys to work, business travel, travel by visitors, people's safety and security when travelling by various modes, deliveries, travel by contractors and the use of fleet vehicles. Each Travel Plan should include:

- a target for the proportion of the workforce who will travel by means other than single car occupancy (usually over a 5-year timescale);
- a strategy for achieving the target or targets; and
- a process for monitoring progress towards achieving the target or targets.

School Travel Plans

6.5.6 School Travel Plans and Safer Routes to Schools are designed to reduce car use for the school journey, thereby reducing traffic congestion and pollution, especially in urban areas. As

well as benefiting from a safer journey to school, children will benefit from improvements in health and independence as a result of reduced dependence on cars for the journey to school.

6.5.7 All schools and colleges (including independent schools) will be encouraged to adopt School Travel Plans and the Safer Routes to Schools initiative, and the Council will enter into partnerships with schools to deliver these programmes.

TravelWise

6.5.8 The TravelWise campaign will be continued to support the implementation of Safer Routes to Schools and Travel Plans and to promote the use of sustainable transport. The main aims of the Warwickshire TravelWise campaign are:

- to increase public awareness of the problems produced by traffic growth and the limitations of conventional methods to solve these problems;
- to increase the acceptance of people that there are possible alternatives to the car, such as walking, cycling, using public transport and car sharing; and

- to change people's attitude towards car use and reduce the dependency we all have on this mode of transport.

Maximum Parking Standards

6.5.9 PPG13 (Transport) sets out national maximum parking standards (see Appendix A) for certain classes of development, above specified floorspace thresholds. In setting their standards planning authorities may, in some circumstances, adopt more rigorous standards than these and should use their discretion in setting parking standards for small developments to reflect local circumstances.

Town Centre Parking

6.5.10 The County Council is keen to protect and enhance the vitality and viability of the town centres in Warwickshire. This needs to be done in a way which recognises the convenience of the private car and its importance in supporting the economy of town centres but also encourages the use of other modes of transport. PPG6 Town Centres and Retail Developments states that:

“In town centres, the main need is for parking which serves the centre as a whole, rather than dedicated parking for individual developments”

The broad thrust of the Policy is therefore directed at ensuring that the most efficient use of existing car parking spaces is made before additional provision is made.

6.5.11 The Policy is directed at preventing the cumulative effects of small incremental increases in parking undermining attempts to maximise the potential of other modes of transport. The access requirements of relatively small town centre developments could therefore be met within existing parking provision and through the general accessibility of town centres by public transport, walking and cycling.

6.5.12 Where a major development is proposed, however, it is possible that the accessibility of the town centre by all modes may not be sufficient to cope with the increased demand. In this case a package of improvements to the accessibility of the town centre should be considered (see Policy T.8 for a similar approach) and part of the

solution may well include additional parking spaces. However, town centre land is an important resource and should not be squandered unnecessarily on extensive land uses, such as car parking, unless there is a clear need which cannot reasonably be met by any other means.

OPERATION

6.5.13 The County Council will work with the district and borough councils to promote the use of Green Transport Plans, School Travel Plans and the TravelWise campaign.

6.5.14 Local plans should include within their policies an indication of the circumstances where Green Transport Plans are necessary, and should also include policies addressing general and town centre parking as well as setting out the maximum parking standards for different types of locations.

6.6 Traffic Management

Policy T.6 TRAFFIC MANAGEMENT

Traffic management measures will:

- (a) be consistent with the overall and transport objectives and targets of this plan;
- (b) give priority of consideration to the needs of pedestrians, cyclists, public transport and the mobility impaired; and
- (c) ensure the safe and efficient operation of the transport system.

In Urban Areas where there is insufficient road space to cater for the needs of all road users, priority will be given to cyclists, buses, mopeds, small motorcycles and multi-occupancy vehicles. In town centres priority will be given to pedestrians over other traffic.

In Rural Areas measures will be taken to improve conditions for walkers, cyclists and horse riders on selected country lanes while catering for the need for vehicle access.

INTENT

6.6.1 Policy T6 seeks to ensure that traffic management decisions give priority of consideration to non-car based modes of transport and reflect the different circumstances prevalent in urban and rural areas.

CONTEXT

6.6.2 There is not enough road space to cater safely and efficiently for all the competing demands. Traditionally, road space has been dominated by vehicular transport and, in particular, private vehicular transport. Therefore, the allocation of road space needs to

be re-considered, paying particular regard to the needs of pedestrians, cyclists and public transport.

6.6.3 Priority will be given to pedestrians, cyclists, buses, mopeds, motorcycles and multi-occupancy vehicles over other modes of transport where there is insufficient carriageway space to cater for all needs, even if that will significantly increase delays for other road users. Space on the carriageway will be re-allocated by the introduction of priority lanes for certain types of traffic, and priority could also be given to certain types of vehicle (such as buses) by electronic means at traffic signal installations. Pedestrians will be

given priority by increasing the physical area available to them or by increasing the opportunity that they are given to cross carriageways.

pedestrians when crossing carriageways.

OPERATION

6.6.4 Priority will be given to the needs of pedestrians over other traffic, in particular, within the main shopping streets, areas of major tourist activity and within residential areas off main traffic routes. We will reallocate road space or capacity away from vehicles to pedestrians by the provision or widening of footways, by the introduction of pedestrianisation or pedestrian priority schemes or by reducing the delays experienced by

6.6.5 This Policy will primarily be implemented by the County Council. District and borough councils should refer to this Policy and its priorities in their local plans and be mindful of its implications on the determination of planning applications. In line with Policy T4, local plans should set out the circumstances where contributions to traffic management measures would be sought from developers.

6.7 Public Transport

Policy T.7 PUBLIC TRANSPORT

To provide a genuine alternative to the private car local plans should, within the context of the objectives in T.1 and the targets set out in T.2, ensure that the needs of public transport services and facilities, to serve both new and existing developments, are fully addressed through land use allocations and the determination of planning applications.

Where appropriate local plans should safeguard land necessary for identified public transport facilities.

Bus Based Park And Ride schemes are proposed:

1. north of Stratford-upon-Avon; and
2. south of Leamington, to serve both Warwick and Leamington town centres

Elsewhere, proposals will be supported where demand is sufficient to justify a good bus service throughout the day and where there is good access from the highway network. The choice of site should be able to accommodate a level of parking to reflect the anticipated demand.

New Railway Stations are proposed at:

1. Warwick Parkway;
2. Kenilworth;
3. Arley and/or Galley Common;
4. Coleshill/Hams Hall; and
5. Kingsbury

Elsewhere, proposals will be supported where they contribute to meeting the demand for travel to Birmingham and Coventry, as well as local and longer distance movements.

INTENT

6.7.1 Policy T7 intends to increase the opportunities for public transport to provide a realistic alternative to the private car by:

- Facilitating services which integrate new and existing development in a way that reflects people's journey needs;
- Increasing the physical infrastructure of public transport;
- Identifying specific projects, as illustrated on the key diagram, intended to be completed within the plan period; and
- Supporting the approach to transport corridors as set out in Policy T3.

CONTEXT

6.7.2 This Plan sets out a vision for the future which sees a much greater role for public transport in meeting the need for regular journeys to work, school and essential services, as well as providing greater choice for leisure and shopping trips. A range of initiatives are already underway and more are planned to ensure that public transport can provide an attractive means of travel both within the County and beyond its boundaries. These initiatives are designed to create a public transport network which is more closely matched to people's journey needs.

6.7.3 The County Council cannot deliver a high quality public transport network on its own, and therefore works closely with operators and liaises regularly with major employers, service providers and adjacent passenger transport authorities. There is also a need to work in partnership with the local

planning authorities since land use allocations and the determination of planning applications will have a significant effect on the future quality of public transport.

- 6.7.4 Funding will be secured as part of planning agreements to provide public transport services for new land development. As the development is implemented over time, the expectation is that services could become commercial operations once sponsorship has ended.

Park and Ride

- 6.7.5 A bus-based Park and Ride facility is planned to serve the town centre of Stratford-upon-Avon. However, such a scheme would only be viable if charging were introduced for all public parking that serves the town centre. It will therefore not be implemented until charging has been introduced for on-street parking together with effective enforcement of parking regulations. Suitable locations are being examined with the District Council, with the preferred site being to the north of the town in the vicinity of the Stratford Northern Bypass junction with the Birmingham Road at Bishopton.
- 6.7.6 In the medium to long term a bus based Park and Ride facility will be sought to serve Warwick and Leamington. As well as detailed studies

of passenger demand the District Council and County Council will need to work closely together to identify potential locations. The implementation of a park and ride scheme will need to form part of a general review of parking in the two town centres.

- 6.7.7 There are no other proposals to implement bus based Park and Ride projects at present but such projects might become viable in the future. The potential for these additional projects will be studied with the district and borough councils in their role as local planning authority.

Railways and Rail Based Park and Ride

- 6.7.8 Opportunities to reopen or develop new stations on the rail network will be sought where they provide significant transport benefits. To this end the possibility of building new stations at Kenilworth, Arley, Galley Common, Coleshill/Hams Hall and Kingsbury is being investigated.
- 6.7.9 A new station at Warwick Parkway was opened in Autumn 2000, designed specifically as a park and ride facility. The station serves the Chiltern line and, with generous car parking and good access to the A46, it is well placed to intercept car journeys into Birmingham and locations along the M40 towards London.

6.7.10 Consideration will be given to the safeguarding other such sites with the potential to act as Strategic Park and Ride/Parkway stations to serve the Birmingham Conurbation and Coventry. New stations on the outskirts of major urban centres can widen access to rail services from rural areas and encourage motorists to transfer to rail for part of their journey. The County Council will work closely with Centro and other authorities in the West Midlands to identify strategic Park and Ride sites to serve the wider conurbation. Potential sites might lie within Warwickshire or beyond the county boundary although in many cases such sites could be based on existing stations which have good access to the highway network.

6.7.11 The international rail freight terminal at Hams Hall and its associated employment land is relatively remote from the main centres in North Warwickshire, but is also difficult to reach from Birmingham by public transport. There is concern, therefore, that this might increase pressure for housing development in North Warwickshire to balance the employment provision. The County Council, consequently, proposes in the LTP, improvements to rail services on the Nuneaton to Birmingham rail line with new stations at Galley Common, Arley and Hams Hall/Coleshill.

6.7.12 Consideration will also be given to safeguarding sites with the potential for new or improved station facilities which may be adversely affected by development proposals. In addition, where new developments are proposed which would increase the catchment population of existing or potential stations and rail lines, a contribution towards the costs of providing new stations and improving services may be sought.

Light Rail or Guided Bus Systems

6.7.13 In the medium-term there may be potential to develop more intensive local services based on Light Rail or Guided Bus systems, particularly in the North-South Corridor from Leamington in the south through Kenilworth, Coventry and Bedworth to Nuneaton in the north. This densely developed corridor appears to have the greatest potential, although a partnership would be needed with other local authorities, Centro, transport operators, and infrastructure providers to take the project forward.

OPERATION

6.7.14 The County Council will work with the appropriate district/borough councils and other partners in order to identify appropriate locations and routes for transport infrastructure. Where such

locations or routes have been identified the land necessary for them should be safeguarded in the appropriate local plans. Where they are not identified, local plans should make appropriate references to the aspirations and

proposals in this policy to enable such schemes to come forward and, in line with Policy T.4, set out the circumstances where contributions to them would be sought from development.

6.8 New Roads

Policy T.8 NEW ROADS

Integrated packages of measures will be implemented to solve transport related problems on an area basis.

New roads will only be built where the objectives set out in T.1 cannot be achieved in any other way and where they are necessary to facilitate significant improvements in safety, environmental quality, economic activity or conditions for public transport and other road users.

Proposals

The following new strategic road schemes are proposed to be built within the Plan period:

- 1. Stratford Southern Relief Road Eastern Extension**
- 2. Barford Bypass**
- 3. Rugby Western Relief Route**
- 4. Studley Bypass**

INTENT

6.8.1 Policy T.8 recognises that the first consideration for meeting transport needs will not be road building, but that instead an integrated approach will be adopted towards solving transport problems, where road building may only form one out of a package of measures. The Policy identifies a number of schemes, as illustrated on

the key diagram, where road building is considered to be the most appropriate solution.

CONTEXT

Integrated Packages

6.8.2 The unifying theme of the Government's Transport White Paper was integration. This theme has been

adopted in the LTP and is reflected in this Policy.

- 6.8.3 Integration means much more than just making sure that bus and train timetables complement each other, although that is important. It means integrated thinking and action across all policy areas and at all levels of decision-making. It means making sure that policies in transport are working with, not against, those on land development as well as other policies such as those on health, education and wealth creation. Finally, it also means that the actual measures to address transport problems will be integrated on an area basis.

New Road Building

- 6.8.4 For the County Council to achieve its objectives some new road building will be necessary. There are limits on what might be achieved by other means such as demand management and measures to increase the efficiency of the existing network such as traffic management. However, new roads will only be built where the objectives of the LTP cannot be reasonably achieved in any other way and where they are necessary to facilitate significant improvements in safety, environmental quality, economic activity or conditions for road users, including public transport.

Stratford Southern Relief Road Eastern Extension

- 6.8.5 The existing Stratford Southern Relief Road is proposed to be extended eastwards to connect the A3400 Stratford - Shipston road and the A422 Stratford - Banbury road. The extension consists of a new single carriageway road. It will serve the proposed new area of development in the south of Stratford-upon-Avon known as the Bridgetown development.

Barford Bypass

- 6.8.6 Barford is a large village with a population of approximately 1100. It straddles A429 which is a major traffic route, being part of the national primary route network. The scheme consists of a new single carriageway road to the west of the village with a new bridge over the River Avon.

Rugby Western Relief Route

- 6.8.7 This proposal is designed to improve Rugby's highway network so that it is able to cater for new development that is proposed within the town. The Relief Route will be constructed as a single carriageway, improving some sections of the existing highway network plus providing some new links in that network.

Studley Bypass

- 6.8.8 The section of A435 between Alcester and Mappleborough Green is a poorly aligned single carriageway which carries traffic flows of the order of 20,000 vehicles per day. This creates safety and environmental problems especially in Studley, Coughton, King's Coughton and Mappleborough Green.
- 6.8.9 Although a Studley Bypass was promoted by the Highways Agency, the scheme was subsequently withdrawn from the Agency's programme. The

Agency has notified the County Council of its intention to revoke the scheme orders for the Bypass and then de-trunk the A435 route. The line of the Bypass, however, continues to be protected.

OPERATION

- 6.8.10 This Policy will largely be implemented by the County Council. Local plans should safeguard the land required for the identified schemes and refer to the integrated, area based approach to solving transport problems.

6.9 Balancing Development with Transport Capacity

Policy T.9 BALANCING DEVELOPMENTS WITH TRANSPORT CAPACITY

Development should be located where it would not be out of scale or reinforce an imbalance between housing and local employment opportunities. Local plans should locate development wherever possible where there is capacity within the existing transport network. They should also identify and take into account firm transport network improvements to which the Government or the County Council is committed.

INTENT

- 6.9.1 Policy T9 intends to integrate land use and transport decisions and make best use of existing infrastructure by ensuring that:

- Local plans take into account the potential to minimise the need to

travel when allocating development land and setting out policies directing the location of development; and

- The most efficient use is made of the transport network as a whole, taking into account committed improvements.

CONTEXT

6.9.2 Government policy in PPG13 highlights the important role that land use planning can play in reducing both the need to travel and the length of journeys. One of the ways in which this Plan seeks to do this is by achieving a good balance between the provision of employment and housing. However, the specific location of development within districts will play a large part in determining whether people need to travel, the distances that they need to cover and indeed the type of transport they choose.

6.9.3 In order to maximise the efficient use of the transport infrastructure, new development should, wherever possible, be located where there is

sufficient capacity within the existing transport network or there is the potential to readily add sufficient capacity to meet the needs of the proposed developments. The developer may be required to fund the necessary improvements.

OPERATION

6.9.4 Local plans should take account of this Policy in determining the location of development, and in policies controlling the release of further sites, having regard to the advice in PPG13. In assessing the relative merits of different locations, account should be taken of improvements to the transport network to which the Government or the County Council is already committed.

6.10 Developer Contributions

Policy T.10 DEVELOPER CONTRIBUTIONS

The County Council will seek developer contributions to be provided for public transport, pedestrian and cycling facilities to serve development and regeneration. The County Council will also require developer funding of highway and traffic management schemes which provide access to or support development and regeneration.

INTENT

6.10.1 Policy T10 sets out the County Council's intentions to secure contributions from developers for transport schemes where they are

reasonably related to development proposals.

CONTEXT

6.10.2 The use of planning obligations to meet

the transport needs generated by development and to promote more sustainable transport choices is well established. PPG13 states that where appropriate these contributions should be:

“based around securing improved accessibility to sites by all modes, with the emphasis on achieving the greatest degree of access by public transport, walking and cycling.”

6.10.3 The Sustainable Transport Criteria in the Local Transport Plan will be used in negotiations with developers in planning obligations for transport

measures. Such measures may include public transport improvements, pedestrian facilities, cycling facilities and highway network improvements, including traffic management schemes or any necessary road building.

OPERATION

6.10.4 Although this Policy will be largely implemented by the County Council, local plans should include policies which spell out the need for developer contributions and refer to the Sustainability Principles and Sustainable Transport Criteria in the LTP.

6.11 Rail Freight Facilities

Policy T.11 RAIL FREIGHT FACILITIES

Policies in local plans should safeguard existing and committed rail freight depots and sidings. Where it would be geographically feasible and economically viable to do so, new large scale industrial development must make provision for the bulk haulage of goods, raw materials and waste alternatives to road haulage. Suitable routes for the unavoidable movement of goods by HGVs will be identified and enforced.

INTENT

6.11.1 Policy T.11 seeks to ensure that the potential of freight to be moved by rail or canal is protected and where possible realised.

CONTEXT

6.11.2 Rail freight facilities have the potential to transport large quantities of goods and consequently reduce the reliance on roads and reduce the predicted increase in road traffic and congestion. Because of this, existing or committed facilities will be protected from

inappropriate development so that their long term future and potential is safeguarded for the future.

6.11.3 Those developments with operational requirements for moving large amounts of freight should, subject to the other policies of this Plan, be directed towards sites with existing rail freight, other non-road based freight handling facilities or sites with a realistic potential for developing alternatives to road haulage in the future.

6.11.4 Where such facilities do not exist, the County Council will encourage new developments which entail the movement of large amounts of goods or materials to minimise their impact on the road network. This may include the provision of new facilities, the implementation of management measures such as Green Transport Plans or a combination of both.

Green Transport Plans

6.11.5 Sustainable freight distribution will be promoted through the development of Green Transport Plans for new large scale industrial and commercial development. Formal agreements to implement transport plans will be sought where appropriate.

Rail Freight

6.11.6 In terms of encouraging road to rail switch for the movement of freight, a number of measures will be considered in relation to the promotion of the inter-modal terminals at Hams Hall and DIRFT including the provision of improved signing information from the road network and the introduction of priority measures on the roads leading to freight terminals and freight centres. However, the main means of promoting the transfer of freight from road to rail will be through the land use planning process, and the County Council will work in partnership with Local Planning Authorities to consider the following categories of potential sites:

- **Category A1:** Sites which should include development utilising rail freight access and whose status will be protected on that basis;
- **Category B1:** Sites which have potential for development which utilises rail freight access. This status will be protected until 2006 in order to enable interested parties to develop substantive proposals. The status will be reviewed on the expiry of the period of protection;
- **Category C1:** Sites which have some potential for development which utilises rail freight access.

Notice will be given to the Strategic Rail Authority, Railtrack and appropriate rail freight operators of any planning application in respect of any of these sites in order that they may have an opportunity to make submissions concerning the future use of the site;

- **Category A2:** Sites of existing or former rail facilities which are important to sustaining and developing rail freight and whose status will be protected on that basis;
- **Category B2:** Sites of existing or former rail facilities which have substantial potential to sustain and develop rail freight. This status will be protected until 2006 in order to enable interested parties to develop substantive proposals. The status will be reviewed on the expiry of the period of protection; and
- **Category C2:** Sites of existing or former rail facilities that have some potential to sustain and develop rail freight. Notice will be given to the SSRA, Railtrack and appropriate rail freight operators of any planning application in respect of any of these sites in order that they may have an opportunity to make submissions concerning the future use of the site.

6.11.7 The use of Freight Facilities Grant and Track Access Grants for providing financial assistance to new development seeking connection to the rail network will be promoted.

Other Alternatives to Road Haulage

6.11.8 The potential for using waterways for freight movement will be studied taking account of the impact such a transfer may have on their current environmental and leisure usage and the potential to develop inter-modal terminals that include a waterway connection.

6.11.9 The development of freight handling facilities at Coventry Airport (Baginton) will be encouraged in line with Policy T.12.

6.11.10 In addition, the use of pipelines will be encouraged while ensuring minimal environmental impact both during and after installation of the necessary infrastructure.

Road Haulage

6.11.11 While the County Council is actively promoting alternatives to road haulage, most freight is currently moved by road and will continue to be moved by road for the foreseeable future. Accordingly, the needs of goods vehicles will be recognized in

the management of the highway network. Management of the highway network will take into account the need:

- to promote the use of a defined and agreed 24 hour lorry route network, including producing a map for distribution within the road haulage industry;
- to establish a zoning system in each urban area so that signage can be introduced to direct heavy goods vehicles to industrial estates and town centres via the best route;
- to control heavy goods vehicle movements through or near environmentally sensitive areas (for example conservation areas and residential areas);
- to define and enforce delivery times in town centres;
- to provide enforcement of parking restrictions to protect delivery

access for lorries and heavy goods vehicles;

- to review parking and loading restrictions to identify opportunities to address problems for delivery vehicles, particularly where front only access exists; and
- to ensure that reasonable access for heavy goods vehicles is maintained in connection with measures for their control and restriction.

OPERATION

6.11.12 Local plans should include policies to safeguard land required for new rail facilities and existing facilities such as terminals, sidings and connections to the rail network and to protect them from development which would prejudice their use. Subject to the other policies of this Plan, local plans should also seek to take advantage of locations which can provide significant and realistic alternatives to road haulage.



6.12 Air Travel

Policy T.12 AIR TRAVEL

In the context of Birmingham as the main international airport in the region:

- (a) The County Council supports, in principle, the future expansion of Birmingham International Airport, subject to the agreement of suitable environmental mitigation measures relating to impacts on Warwickshire.
- (b) Coventry Airport will be the focus of aviation activity in Warwickshire. Only facilities ancillary to the operation of existing commercial aviation activity, such as cargo and passenger handling, should be provided for in the district local plan where:
 - i. it can be accommodated within the existing airport curtilage; and
 - ii. it does not require removal of land from the Green Belt; and
 - iii. the development is consistent with regional or national airport strategies; and
 - iv. the surface access needs can be accommodated in a manner compatible with this Plan; and,
 - v. an Airport Surface Access Strategy is put into effect should the airport cater for 1,000 passenger air transport movements (PATMs) or more per annum.
- (c) Local plans should confine recreational flying and training related development to the limits of existing airfields, subject to the application of appropriate environmental constraints.
- (d) Helicopter activity should be focused at either Coventry Airport or within the limits of existing airfields, subject to the above criteria. Outside these locations, facilities for helicopters will only be permitted where;
 - i. there is a demonstrable benefit to the economy of the County; and
 - ii. there is no unacceptable planning, access, service, environmental or amenity problems

INTENT

- 6.12.1 Policy T.12 is intended to enable Coventry Airport to fulfil a complementary role to Birmingham Airport in a way which recognises its locational constraints, particularly those relating to Green Belt and accessibility.
- 6.12.2 Because of these constraints, the Policy is also intended to ensure that development at Coventry Airport is related to its use as an airport and not for development which would be more appropriately located elsewhere, and that any surface traffic generated is adequately dealt with.

CONTEXT

- 6.12.3 PPG13 notes that local authorities need to consider both the growth of regional airports and the role of small airports and airfields. The County Council wishes to set out its position in relation to air travel prior to the development of a national airport policy.

Birmingham Airport

- 6.12.4 Birmingham Airport is one of the Country's main airports, being the fifth largest in terms of passenger numbers and is identified in the Regional Economic Strategy prepared by Advantage West Midlands (AWM) as a major regional facility and asset which

needs to be improved and strengthened. The County Council, consequently, recognise its importance to the region as a whole and to Warwickshire in particular.

- 6.12.5 Within this context, the County Council supports, in principle, the future expansion of services at Birmingham International Airport subject to the agreement of suitable environmental mitigation measures relating to impacts on Warwickshire.

- 6.12.6 Airports are by definition major transport interchanges and generators of traffic. It is therefore important that their impact on surface access and transport is adequately addressed. To this end the operators of the airport are investigating means of increasing the proportion of people who access the airport by public transport. The airport has also established an Airport Transport Forum to draw up a joint Airport Surface Access Strategy. The adjacent National Exhibition Centre, Warwickshire County Council and other local authorities are partners in this Forum.

Coventry Airport

- 6.12.7 Although the scale of its operations is smaller than Birmingham's, the issues surrounding Coventry Airport are similar.

6.12.8 This Plan can have little direct control over the number of aircraft movements from the Airport. It does, however, have more control over the development and operation of the facilities that are needed to run the Airport. The County Council recognises the importance of the Airport to the local economy and as a local and sub-regional resource, and will support modest increases in capacity, subject to the satisfactory mitigation of access, environmental and amenity concerns.

6.12.9 The County Council recognise that surface access to the Airport is relatively poor and that it is difficult to reach by public transport and, consequently, relies heavily on the private car. The Government have proposed that Airport Surface Access Strategies are required for airports with 1,000 or more passenger air transport movements (PATMs) per annum. The County Council is working in partnership with Coventry City Council and the Airport on the issue of surface access to produce, where appropriate, such an Airport Surface Access Strategy.

6.12.10 In terms of development that could be justified in and around the Airport, the County Council has to balance the need to ensure its viability in providing enhanced services and facilities against the need to avoid

compromising the Green Belt. The County Council therefore considers it appropriate to limit the sort of development in and around the airport to that required for, or is ancillary to its operational needs and directly related development. PPG13 gives the following examples: 'runway and terminal facilities, aircraft maintenance and handling provision, and warehousing and distribution services related to goods passing through the airport'. The Guidance also identifies related development giving the following examples: 'transport interchanges, administrative offices, hotels and short and long stay parking'. The County Council expect that, among other things, these uses would be directly related to the functioning of the Airport and be of a scale appropriate to the core airport business rather than attracting occupants and users more generally.

Small Airports, Aerodromes and Helicopters:

6.12.11 PPG13 also recognises the importance of small airports and aerodromes in serving local businesses and recreational, training and emergency service needs. The County Council considers that there is already adequate provision in Warwickshire for such general aviation activity and seeks to

concentrate additional activity in existing facilities, rather than creating new facilities. The County Council also seeks to concentrate helicopter activity on established locations, but recognises that helicopter activity can be more flexible and does not always sit comfortably along side fixed-wing aircraft.

OPERATION

6.12.12 Local plans should include relevant policies, consistent with this policy, to control the type of development permissible in association with Coventry Airport and the location of new airfields for fixed wing and helicopter aircraft. In addition the County Council will work in partnership with others to resolve surface access issues.

6.13 Motorway Service Areas

Policy T.13 MOTORWAY SERVICE AREAS

Local plans should not provide for any additional motorway service areas (MSAs) in the County.

INTENT

6.13.1 Policy T.13 is intended to provide a clear and unambiguous policy position on Motorway Service Areas, and so to prevent a proliferation of unnecessary facilities which would generate additional traffic movements and compromise the free flow of the motorway system.

CONTEXT

6.13.2 The motorway system plays an important part in the economic and social life of Warwickshire. Bearing in mind the pivotal role of Warwickshire and the West Midlands at the hub of

the nation's motorway network it is important that the needs of motorway users for Motorway Service Areas are met in a way which does not compromise the safety and free flow of the motorway system or conflict with planning policies or objectives.

6.13.3 Government policy states that priority should be given to ensuring that MSAs are available roughly every 30 miles throughout the motorway network. Additional services at 15 mile intervals will be allowed but only "where there are exceptional need and safety grounds for doing so".

6.13.4 There are about 75 miles of motorway

in Warwickshire, consisting of sections of the M6, M40, M42, M45 and M69, and three existing Motorway Service Areas (MSAs):

- Corley Moor, M6
- Tamworth, M42 junction 10 with A5
- Warwick Services, Barn Hill, Chesterton, M40.

There are a further three MSAs within 15 miles by motorway of Warwickshire. These are:

- Frankley on the M5
- Watford Gap on the M1
- Leicester Forest East on the M1.

6.13.5 The motorways in and around Warwickshire are well served by MSAs, based on the 30 mile interval and also, in some instances, on the 15 mile interval.

6.13.6 Even under the minimum distance of 15 miles only one small “gap” in provision occurs in the county, centred on the Green Belt location of Umberslade, where the M40 merges with the M42. Even if a satisfactory

highway safety and free flow of traffic could be achieved at this major motorway junction, the strength of making a case for exceptions in the Green Belt for MSAs would depend on the size of the “gap” between MSAs. In this case the distances to existing services, taken from M42 Junction 3a with M40, are:

- Warwick Services: 15.3 miles
- Frankley: 16 miles
- Corley Moor: 16.8 miles

6.13.7 Bearing in mind the overall aim of the Government to ensure that MSAs are available at roughly every 30 miles and the small differences with the Government’s “exceptional need and safety” distance of 15 miles, the County Council does not consider that there is sufficient justification for an additional MSA in Warwickshire.

OPERATION

6.13.7 Local plans should include appropriate policies, consistent with this policy, to control the development of MSAs in their areas.

