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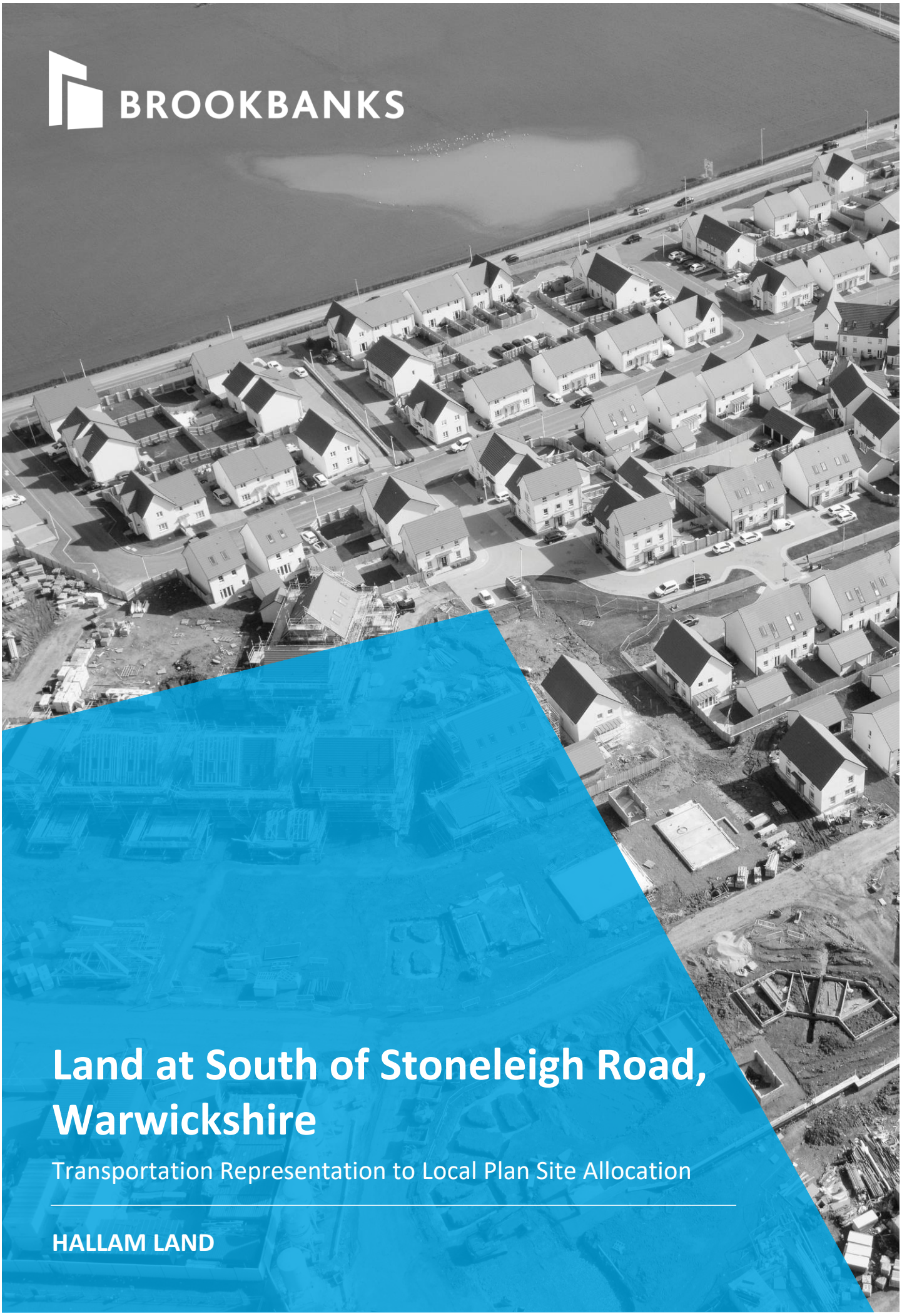

Land at South of Stoneleigh Road, Warwickshire

Transportation Representation to Local Plan Site Allocation

HALLAM LAND

Document Control Sheet

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1 Introduction

1.1 Brookbanks has been appointed by Hallam Land to provide highways and transportation advice regarding the promotion for development on land south of Stoneleigh Road, Coventry (the 'site') through the Local Plan Process.

1.2 This report considers the visions for the site and how the site will provide strategic benefit to the local area in terms of unlocking sustainable travel vision opportunities.

1.3 This report provides a high-level review of the potential opportunities to deliver a sustainable development while delivering a comprehensive urban extension to cater for the future housing needs in the area. This report specifically addresses the following issues in the context of the current legislative regime:

- Overall transport strategy
- Reducing the need to travel
- Sustainable travel options
- Highway impact

2 Site Context

Site Location

2.1 The Site is situated to the southwest of Coventry on land south of Stoneleigh Road and east of Kenilworth Road (A429).

2.2 Kenilworth Road (A429) continues along a north-south alignment passing the site linking Kenilworth to the south of the site with Coventry to the north. This road, in proximity to the site, is a single carriageway route circa 6.5m-7m wide with a footway /cycleway along the western side, reverting to a 2m wide footway as it continues north of the city boundary.

2.3 The speed limit along Kenilworth Road is 50mph passing the site, reducing to 40mph at the Stoneleigh Road junction which is a four-arm roundabout arrangement.

2.4 Stoneleigh Road continues from the Kenilworth Road junction northwest of the site to join B4115 to the southeast, passing across the A46 grade separated junction which provides northbound and southbound access onto the Kenilworth Bypass.

2.5 Within close proximity to the site, there are no footways provided along Stoneleigh Road and the speed limit is 60mph passing the site, reducing to 40mph to the northwest.

2.6 The West Midlands railway line cuts through the western side of the site close to Kenilworth Road on a north-south alignment.

2.7 A part of this review, consideration to the following has also been included:

A46 Link – University Transport Corridor

2.8 A case for a University Transport Corridor (UTC) has been established which aims to improve local and strategic connectivity to the University of Warwick and adjacent employment sites, to support the substantial committed and planned growth of this area over the next 25 years.

2.9 A proposed UTC will reduce the need for any further major improvements to A45/A429 Kenilworth Road for the foreseeable future. The A46 Stoneleigh Junction improvements and UTC are expected to deliver a benefit in terms of congestion reduction and allow development growth along the A45 corridor. The delivery of the first phase of the UTC will be assisted through the development of the site.

HS2

2.10 To the southern edge of the site, works associated with the HS2 rail link between London and Birmingham are being undertaken. The extent of land safeguarded for this project has been taken into consideration as part of this initial review.

Urban Very Light Rail (VLR)

2.11 The Coventry (VLR) system combines a number of innovative elements focusing on the creation of a low cost, financially sustainable mass transit system. The proposal for the first part of the route is to deliver a connection from the Rail Station to the University Hospital Coventry and Warwickshire. In addition, there is the potential for a longer first route that would extend the UHCW route north to Ansty Park and South to Tile Hill via Kings Hill and University of Warwick.

2.12 The scheme proposals would enable the VLR link between the University and Kings Hill being provided.

New Public Transport Interchange

2.13 The Site would also be able to facilitate a new Public Transport Interchange which could include a new rail station and a Park & Ride site as well as being served by existing/ new bus services and the VLR, making it a key location in providing opportunities to change modes and reducing traffic movements on the local highway network and in the city centre.

Kings Hill Development

2.14 Kings Hill is identified as Policy Site H43 within the current Warwick Local Plan with the potential for circa 4,000 new homes. As part of these proposals, King Hill Lane / Stoneleigh Road junction is expected to be upgraded to a signal junction, the proposals for this arrangement have been used to determine a suitable access arrangement to the site.

3 Development & Access Opportunities

3.1 The sites' location offers a great opportunity for the expansion of much needed housing to the south of Coventry but also unlocks the opportunity to deliver strategic transportation connections that will assist in reducing congestion within Coventry and on the local road network. This will be achieved through the delivery of part of the VLR route and the University Transport Corridor (UTC) which has been established to improve local and strategic connectivity to the University of Warwick and adjacent employment sites and support the planned growth of this area.

3.2 The provision of the UTC at a local level will ease congestion, improve safety and reduce rat-running along local roads.

3.3 The Site is expected to deliver the following:

- 1,250 new homes
- Primary school provision
- Local centre
- Improvements to the walking and cycling network
- Financial contribution towards public transport improvements
- Land and support towards the delivery of any necessary transport infrastructure

3.4 The UTC would be facilitated through the development site as the Primary Street leading from Kenilworth Road through to Stoneleigh Road, where onward connections to the University and A46 can be made. The UTC is also envisaged to include the Very Light Tram Way which is demonstrated to also be deliverable as part of the development proposals.

3.5 The UTC would also contribute to the development of a comprehensive cycle and footway network enabling residents within the surrounding areas to be able to access the local areas by foot or by cycle, which would also connect with the network of footways and cycleways that will be developed through the site. Further details of accessibility are provided in Section 4.

3.6 At Kenilworth Road the proposal would be to provide a roundabout junction arrangement that would serve the site and the UTC.

3.7 Facilitating the UTC, the Primary Street through the development area would be as direct as possible connecting onto Stoneleigh Road where the route would then continue to the A46/Stoneleigh Road junction. The most appropriate location for a junction onto Stoneleigh Road would be to form a fourth arm at the Kings Hill Lane junction. This junction is proposed to be upgraded to a signalised junction arrangement as part of the Kings Hill Development site. A potential arrangement showing how this could be accommodated is provided in **Figure 3-1** below.

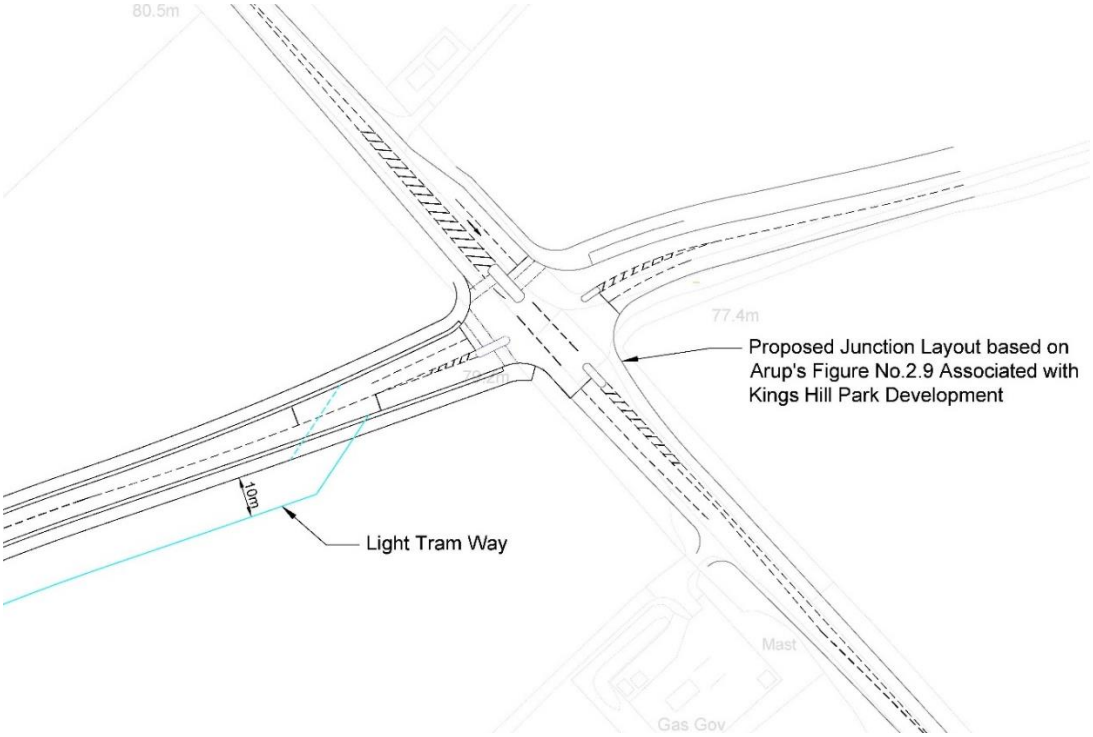

Figure 3-1: Potential Access arrangement from Stoneleigh Road

3.8 An alternative arrangement to a signalised junction would be a four-arm roundabout which could also be accommodated in this location.

4 Sustainable Travel

Background

4.1 The sites' location provides an excellent opportunity for travel to be made by modes other than the private car and meet the aspirational objectives of the local council's aim to reduce congestion and improve accessibility.

4.2 The accessibility of the development is achieved through successfully forming transport links from the development to the external transport routes, so a permeable layout is delivered. This allows future site occupiers to access local facilities and amenities by different modes.

4.3 Multi-purpose or linked trips will promote more sustainable patterns of travel. As well as employment-based trips, there are a range of non-employment trips that need to be considered; these include education, shopping and leisure related trips.

Accessibility

4.4 To ensure the site is sustainable it is important to ensure that there are as many opportunities for alternative means of travel as possible.

4.5 Active Travel England state in their Standing Advise Note:

'The governments ambition is for England to be a great walking and cycling nation supporting a shift in the way people across England think about short journeys within towns and cities. The aim is for walking, wheeling (trips made by wheelchair, with pushchairs and those by scooter, rollerblades and similar forms of wheeled mobility) and cycling to be seen as the most convenient, desirable and affordable way to travel.'

4.6 The NPPF advises in Para 110 that Planning Policies should:

'Support an appropriate mix of uses across an area, with large scale sites to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.'

4.7 The development size will be sufficient to meet the aims and objectives of the council and government in being able to facilitate the delivery of a much-needed UTC which will also accommodate a strategic cycle network and also the opportunity exists to facilitate the VLR route giving residents alternative travel options, reducing congestion and improving the wellbeing of residents.

4.8 The opportunities for connectivity beyond the site by modes other than the private car are considered in more detail below.

Walking & Cycling

4.9 The site is well located to be able to connect with the existing wider footway and cycleway network as well as facilitating a new strategic cycle route as part of the UTC.

4.10 As part of a Transport Assessment undertaken to support the delivery of the site, consideration will be given to the routes that residents will use to access local facilities outside of the site and where required improvements in line with Active Travel England's Matrix. Controlled crossing facilities will be provided on Kenilworth Road and Stoneleigh Road to provide a safe route for pedestrians and cyclists to use. The extent of the existing cycle network is identified in **Figure 4-1** below.

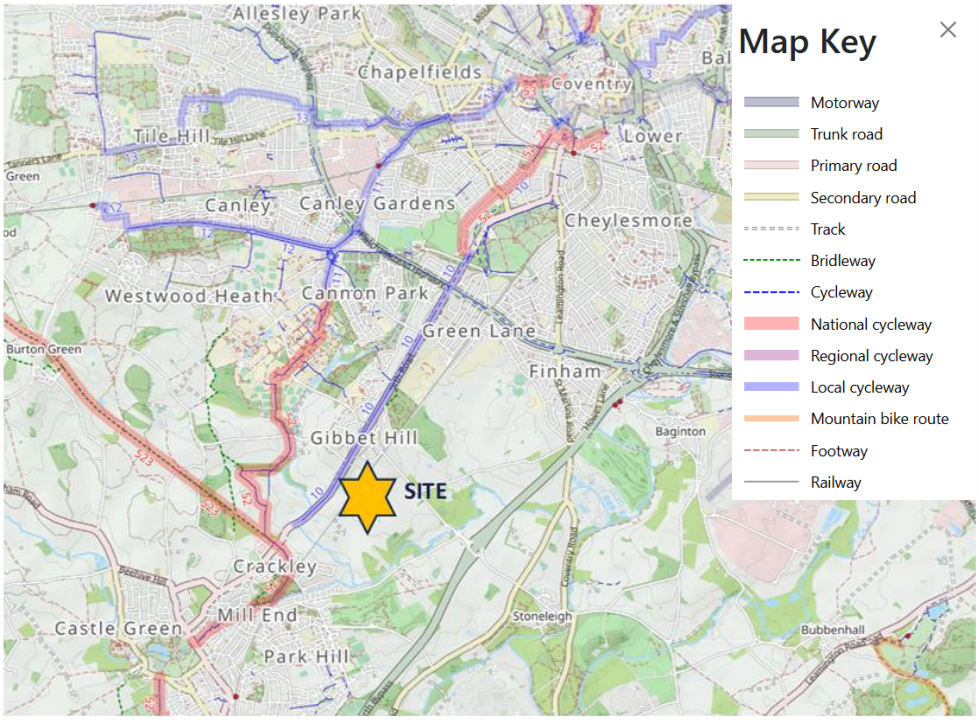

Figure 4-1: Extract from Open Map identifying existing cycle networks.

4.11 In addition to the existing network, as part of the Kings Hill development proposals a network of footways & Cycleways will be provided as illustrated in **Figure 4-2** below providing links onto Green Lane and St. Martins Road providing an alternative route to the north/ east.

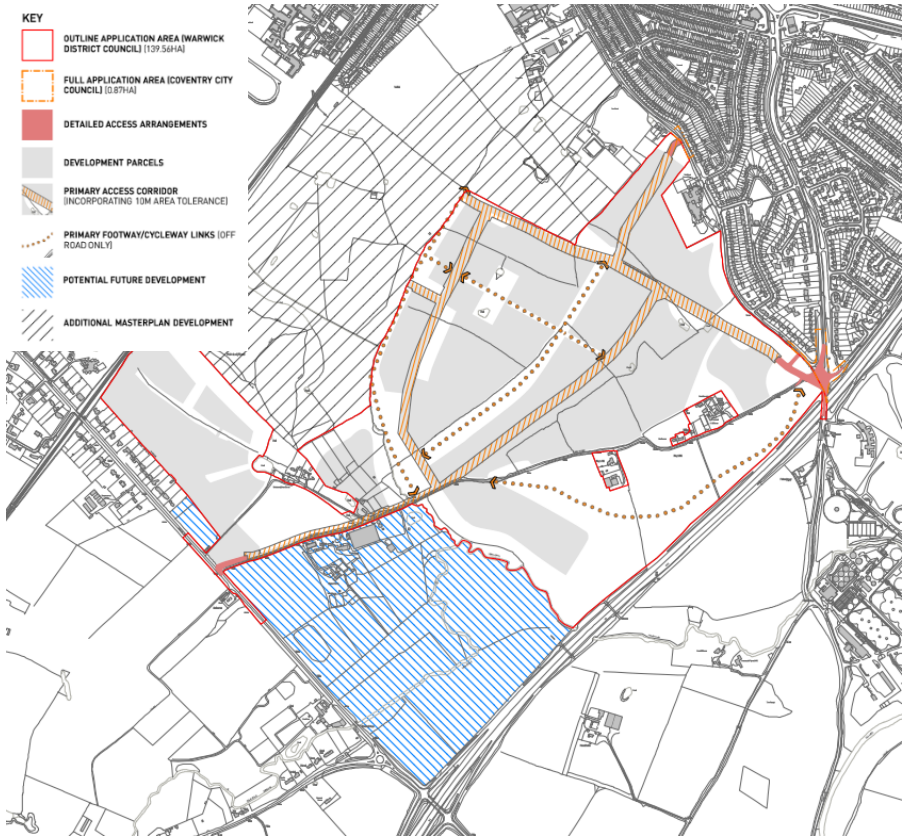

Figure 4-2: Extract from Kings Hill Development Parameters Plan

4.12 The movement and access plan from the Vision Document is provided in **Figure 4-3** below demonstrating the sites connectivity.

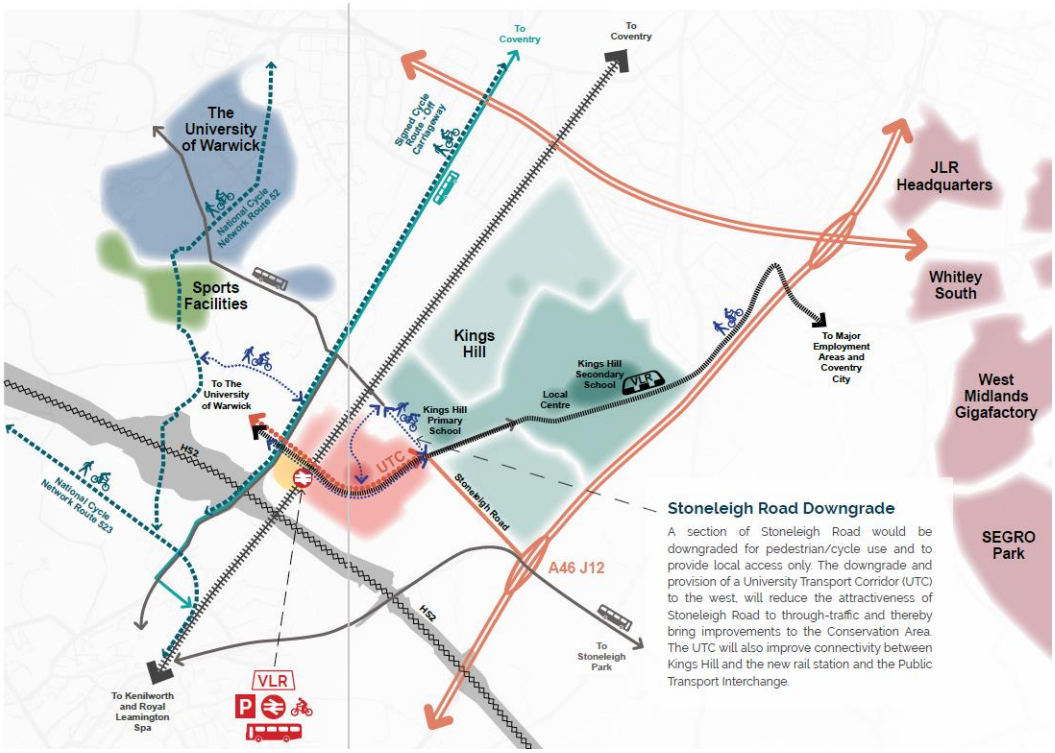

Figure 4-3: Extract from Vision Document

4.13 In terms of accessibility distances, LTN 1/20 states in para 2.2.2

'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For schoolchildren the opportunities are even greater: three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk of a primary school.'

4.14 Manual for Streets states in para 4.4.1

'Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.'

4.15 Whilst the proposal will include a range of onsite facilities including education, shops and recreational areas which will be within the 800m distance, trips to facilities outside of the site will also be made. **Table 4-4** below identifies the key facilities that are within 2Km of the site, which is approximately a 25min walk or 5Km which is approximately a 25min Cycle, the walking and cycling times are based on Google maps which takes into consideration the local topography and walking/ cycling routes.

4.16 The table below also takes into consideration the facilities that will be available at the Kings Hill site which includes a Primary School, local facilities, Secondary School and recreation areas. The distances are based on the masterplan submitted as part of the planning application.

Amenity	Location	Distance to site (m)	Walking time (m)	Cycling time (m)
Education				
Kings Hill Dev Primary School (proposed)		180 (approx)	2mins	<1min
Woodfield Primary School	Stoneleigh Road	900	13mins	4mins
Kings Hill Secondary School (proposed)		1200 (approx)	15mins	5mins
University of Warwick (Medical)	Gibbert Hill Road	1300	19min	5min
University of Warwick (Arts Centre)	Gibbert Hill Road	1400	20min	5min
Kenilworth Secondary School	Glasshouse Lane	2500	-	11mins
Recreation				
Kings Hill Dev – Woodland Park		1300 (approx)	16mins	5mins
Kenilworth Tennis & Squash Club	Crackley Lane	2100		8mins
Kenilworth Golf Club	Crewe Lane	2800		12mins
Kenilworth Greenway Project	Kenilworth Greenway	2800		10mins
Sports & Wellness Hub – University of Warwick	Scarman Road	2800		12min
War Memorial Park	A429	4200	-	15min
Public Transport				
Cryfield Grange Road Bus Stop	Kenilworth Road	450	6mins	2mins
Crackley Bus Stop	Kenilworth Road	550	7mins	1min
Kenilworth Train Station	Priory Road	3200		12mins
Coventry Park & Ride	Kenilworth Road	3800		14mins
Coventry Railway Station	Station Square	5600	-	19min
Coventry Airport		5200	-	19min
Retail				

Cannon Park Shopping Centre		3600	-	12min
Kenilworth High Street	The Square	5300	-	19min
Coventry City Centre		6800	-	23min
Health				
University of Warwick Health Centre	Health Centre Road	2200	-	8min
Castle Medical Centre	Bertie Road	3900	-	15min
Forest Medical Centre		4900	-	16min
Styvechale Pharmacy & Travel Clinic	Maidavale Crescent	5000	-	17min

Table 4-4: Local Amenities

4.17 The facilities identified above are not an exhaustive list but clearly demonstrates that there will be a good range of facilities accessible within a 20min walk or within a 25min cycle of the Site. Journeys of less than 2km would be targeted for the promotion of both walking and cycling and journeys of circa 5km would be encouraged for cycling only.

4.18 Key work destinations in the city centre and surrounding areas are considered to be within a reasonable cycling distance, and those further afield would be accessible by bus. Employment areas to the southeast of the city centre will be linked through the VLR via the Kings Hill development area making the use of alternative modes a realistic option.

4.19 The proposed residential development will be served by an internal network of footways and cycleways which will also be facilitated at the proposed access arrangements. Pedestrian crossings within the Site will be provided as appropriate to facilitate safe and convenient access.

4.20 The on-site walking and cycling network will include strong links into the existing off-site networks to ensure that walking and cycling is a viable alternative to the private car.

4.21 As part of any planning application a comprehensive review of accessibility to existing facilities will be completed in line with Active Travel England's guidance which will identify any barriers to movement within the desire lines.

Public Transport

Road Based Public Transport

4.22 In addition to walking and cycling, the ability to be able to use Public Transport is an important element of the scheme in providing residents an alternative method of travel and also for journeys that are too far to walk or cycle. The site is in a fortunate location, being accessible to existing services as well as being able to facilitate the UTC which will include new bus services and VLR providing future residents with a wide range of accessibility options.

4.23 Kenilworth Road is currently served by three bus routes which connect to Kenilworth town centre, south of the site and surrounding towns and cities such as Coventry and Leamington Spa. The closest bus stop is Cryfield Grange which is approximately 6 minutes' walk from the site. The services from this stop have regular frequencies of buses every 20/30 minutes, providing a direct route to Coventry Rail Station.

4.24 **Table 4-5** below outlines the services available from the local bus stop including the operator, destinations and approximate frequency of the buses.

Service	Operator	Destinations	Approx Frequency Mon–Fri	Approx Frequency Sat	Approx Frequency Sun
X17	Stagecoach Midlands	Coventry Transport Museum – Coventry Rail Station – Kenilworth – Leamington Spa – Warwick	Every 30 minutes	Every 30 minutes	Every 1 hour
41	National Express	Radford to Leamington Spa (Via University of Warwick)	One service AM	NA	NA
11 Electric	National Express	Leamington Spa to Coventry (Via University of Warwick)	Every 20mins	Every 20mins	Every 30mins

Table 4-5: Bus Services & frequencies - ***Stagecoach & National Express Coventry websites***

4.25 The destinations of the existing services include the key local areas including Coventry City Centre, rail station, Warwick and Kenilworth making the opportunity to travel by public transport a realistic option.

Rail Based Public Transport

4.26 Kenilworth and Coventry train stations are approximately 3km and 5km from the site respectively and are operated by West Midlands Trains. Both stations would be within an acceptable cycling distance of the site.

4.27 The tables below outline the destinations, frequency as well as first and last departure times for both Kenilworth and Coventry train stations.

Kenilworth Station

Destinations	Frequency	First Departure	Last Departure
Coventry	Every 1 hour	05:47	23:56
Leamington Spa	Every 1 hour	07:07	23:56
Nuneaton	Every 1 hour	05:47	22:47

Table 4-6: Train times from Kenilworth – ***Source: National Rail***

4.28 Kenilworth station provides facilities for passengers including a ticket office, ticket machines, CCTV, toilets, a waiting room and shops.

4.29 Accessibility for disabled users at the station is limited as the station does not provide accessible ticket machines, toilets or a seating in the waiting room/ areas. The station is categorised as Class A for step free

access, meaning all platforms have step free access, there is also ramps provided for access onto and off the train.

4.30 Car parking facilities are operated by SABA UK which offer 71 spaces with 4 accessible spaces, no CCTV is provided. Cycle storage is available with sheltered stands and CCTV available.

Coventry Station

Destinations	Frequency	First Departure	Last Departure
Birmingham New Street	Every 5/20 minutes	05:33	01:11
Birmingham International Airport	Every 5/20 minutes	05:33	01:11
London Euston	Every 5/30minutes	05:39	23:34
Wolverhampton	Every 1 hour	07:27	01:11
Manchester Picadilly	Every 1 hour	07:30	21:30

Table 4-7: Train times from Coventry – *Source: National Rail*

4.31 Coventry station provides some facilities for passengers which include a ticket office, CCTV, toilets, a waiting room and seating area, an ATM, refreshment facilities and shops.

4.32 Coventry station provides accessible options with availability of accessible ticket machines, accessible toilets, ramps for access onto and off the train, seating area and wheelchairs. Coventry station is also a Class A station for step free access.

4.33 Coventry Station has car parking facilities across 2 areas, both of which are operated by Avanti West Coast. The multi storey car park provides 336 spaces with 16 accessible spaces. Warwick Road Car Park provides 134 spaces with 18 accessible spaces, both car parks have impaired mobility set/pick up points available. Cycle parking provides 120 sheltered storage spaces by compounds and stands, all parking areas have CCTV.

4.34 Coventry station serves a greater number of stations directly and can be reached via the 11 and X17 buses which stop at the Cryfield Grange Bus Stop.

Public transport improvements

4.35 The site is well located to be served by high-frequency bus services, and the delivery of the development will enhance the viability of these existing routes. New or existing bus services diverted through the site would also utilise the UTC through the site ensuring that residents are within 400m of a bus service.

4.36 Coventry has also developed a VLR track system that will provide a reliable, frequent, environmentally friendly system that has a lower cost but still retains the same benefits. The opportunity exists to facilitate part of this route through the site alongside the Primary Street providing residents with further non-car travel options.

4.37 The provision of the VLR through the site will be key in achieving the strategic connectivity between Warwick University and the surrounding areas of Coventry reducing the need to travel by car and reducing the existing congestion on the local highway network.

4.38 The provision of public transport through the site will be an important element of the scheme in enabling both new and existing residents to be able to access key destinations such as Coventry City Centre and Warwick University by non-car modes.

4.39 To further enhance accessibility to Public Transport the opportunity exists for a Public Transport Interchange (PTI) to be located on the site together with a new railway station and Park & Ride that could accommodate around 500 vehicles. This PTI would interact with the UTC and VLR and would be situated to the southwestern edge of the site as illustrated in **Figure 4-3**.

4.40 The development site is in a prime position to offer substantial opportunities for access into the city centre by modes other than the private car to be realised and reduce existing congestion within the city centre.

Summary

4.41 This section of the report identifies that whilst around 70% of residents use the private car to travel to work, 30% use alternative modes demonstrating that many residents do choose to travel by alternative means to the private car.

4.42 The site is well located to be able to connect with the existing walking, cycling and public transport networks and will be within a 2Km walk or 5km cycle distance of a wide range of local facilities outside of the site including the new facilities that will be available within the Kings Hill development site.

4.43 A development on this site would also facilitate the delivery of new bus services and/or diversion of existing bus services as well as the initial phase of the VLR system linking Warwick University with the surrounding area providing excellent opportunities for both existing the future residents to be able to travel in a sustainable way and assisting in reducing congestion on the local highway network.

4.44 The site will include bus and VLR stops located within 400m of new residential dwellings which in turn will provide access to key facilities, the City Centre and local rail services which can also be reached by cycle or by existing bus services.

4.45 To further enhance public transport services, the opportunity exists for a Public Transport Interchange (PTI) to be located on the site together with a new railway station and Park & Ride that could accommodate around 500 vehicles. This PTI would interact with the UTC and VLR and would be situated to the southwestern edge of the site. The provision of a PTI and Park and Ride in this location will be a key element in reducing congestion on the local road network and within the city centre.

4.46 To further encourage the continued journey of non-car modes Mobility Hubs would be provided and connected with the PTI providing strategic locations where a change in modes can be made. For new residents the use of non-car modes will also be encouraged through the provision of a Travel Plan.

5 Impact Mitigation

5.1 Coventry and Warwickshire have the fastest growing economy within the West Midlands. Infrastructure investment is needed, irrespective of new development, in key corridors such as the A45 and A46. An efficient transport network with sufficient capacity and resilience is key to maintaining and supporting future growth.

5.2 A case for a University Transport Corridor (UTC) has been established which aims to improve local and strategic connectivity to the University of Warwick and adjacent employment sites, to support the substantial committed and planned growth of this area over the next 10-20 years.

5.3 Currently, it is considered that access is constrained by the need to travel through already congested networks and residential areas.

5.4 Coventry City Council (CCC) has delivered a package of capacity improvements in the area, including along the A46 corridor. In the case of the A45/A429 Kenilworth Road junction, the improvements were envisaged only to provide short term relief, with grade separation of the junction expected to be necessary in the future in order to provide continuing long-term congestion and growth benefits.

5.5 A proposed UTC will reduce the need for any further major improvements to A45/A429 Kenilworth Road for the foreseeable future. The A46 Stoneleigh Junction and UTC are expected to deliver a benefit in terms of congestion reduction and growth to the A45 corridor. This will allow sustainable growth to come forward in future Local Plans.

5.6 At a local level, the UTC will:

- Address an existing congestion and safety issue at the A46/Stoneleigh Road interchange (currently underway)
- Significantly reduce traffic volumes on Stoneleigh Road and Gibbet Hill Road
- Reduce local rat-running

5.7 Based on the results of initial traffic model modelling, the following conclusions can be drawn.

- The full connection between the A46 and Westwood Heath would allow the realisation of the strategic benefits of the link road.
- Delivery of the link road will provide the opportunity to restrict Gibbet Hill to through trips
- There are a series of local mitigation measures which would mitigate any problems arising from the inclusion of the link road
- The impacts of strategic reassignment do not indicate a significant draw of additional traffic
- The link road provides an opportunity for significantly more development to come forward within the area than may otherwise occur if it is not delivered

5.8 The delivery of the new UTC would result in a substantial reduction in journey times across the local network, during both AM and PM periods reducing congestion and deliver network wide benefits.

5.9 The site is in a key strategic location in being able to assist with the delivery the UTC as well as facilitating the VLR. The provision of the UTC will also assist to mitigate the impact of the development traffic.

5.10 The opportunity to deliver a Public Interchange on the site would further improve the ability to reduce congestion within the city centre.

6 Summary

6.1 This report provides a high-level review of the transportation opportunities available to the site both in terms of access and travel by non-car modes. This report identifies that the proposals would be to provide a development of circa 1,250 dwellings, Primary School and local facilities.

6.2 Access to the site would be achievable from both Kenilworth Road and Stoneleigh Road for both vehicular and pedestrian/cycle access. The alignment of the internal Primary Street would be suitable to form part of the council's aspirational proposals for the UTC (University Transport Corridor) as well as facilitating the initial phase of Very Light Rail (VLR) system between Warwick University and Kings Hill.

6.3 The delivery of the new UTC would result in a substantial reduction in journey times across the local network, during both AM and PM periods reducing congestion and deliver network wide benefits.

6.4 The site will also be well located to be able to connect with the existing walking, cycling and public transport networks and will be within a 2Km walk or 5km cycle distance of a range of local facilities outside of the site including the new facilities that will be available within the Kings Hill development site.

6.5 A development on this site would also facilitate the delivery of bus services as well as the initial phase of the VLR system linking Warwick University with the surrounding area providing excellent opportunities for both existing the future residents to be able to travel in a sustainable way and assisting in reducing congestion on the local highway network.

6.6 The Site will also provide the opportunity for a Public Transport Interchange (PTI) to be provided which would include a new railway station and Park & Ride that could accommodate around 500 vehicles. This PTI would interact with the UTC and VLR providing an excellent opportunity to reduce traffic movements into the city centre and on the local road network.

6.7 The site will include bus and VLR stops located within 400m of new residential dwellings which in turn will provide access to key facilities, the City Centre can also be reached by cycle or by existing bus services.

6.8 The site would facilitate part of the UTC within the development plans for the Westwood Heath and Coventry area facilitating a route from the A46 Stoneleigh Road to Westwood Heath Road and a direct connection to the University of Warwick via A429 Kenilworth Road. This route will also include the provision of a footway/cycleway which would connect into the site.

6.9 The internalised layout of the site will include a strategic network of footways and cycleways linking with the facilities and bus stops/ VLR stops that would be provided within the site as well as integrating with a Mobility Hub proposed to facilitate a change in travel modes i.e. from cycle to bus to walking to VLR etc. The proposal would also include a Travel Plan that will further encourage residents to use modes other than the private car.

6.10 The Site is in a sustainable location which would be further enhanced to ensure that there are excellent opportunities for non-car travel and minimising the impact on the local highway network and reducing existing congestion within the city centre.

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