

Warwick District Local Plan – Transport Proposals in Key Corridors

Introduction

The aim of this report is to bring together the findings from the Warwick District Strategic Transport Assessment and the work carried out by Atkins to develop an 'alternative approach' to transport in response to existing transport issues within the area and Local Plan growth proposals.

The structure of the report is focused on key travel corridors in Warwick and Leamington Spa. These corridors have been identified as the main corridors of movement in the towns and include journeys to/from the town centres and to/from the key employment and education locations. Proposals for Kenilworth are also set out.

The proposals are set out below for each of the main corridors/areas:

1. A452 Europa Way 'Sustainable Spine' Corridor
2. A452 Corridor (Leamington to Kenilworth)
3. Warwick - Leamington – Lillington (via Emscote Road)
4. Leamington South (including Tachbrook Road)
5. Warwick Town Centre to Heathcote via Gallows Hill
6. Warwick Town Centre to Leamington (via Myton Road)
7. A429 Coventry Road, Warwick
8. A425 Birmingham Road, Warwick
9. A429 Stratford Road, Warwick
10. Strategic Corridor Improvements
11. Kenilworth Improvements

Further feasibility and investigation will be carried out to determine the exact form of proposals. However all schemes identified are within land owned by WCC or developer owned land and are generally accepted mitigation strategies for transport.

1. A452 Europa Way 'Sustainable Spine' Corridor

The A452 Europa Way corridor is the key route from the M40 into Leamington Spa and Warwick and serves as a gateway to both towns. The proposed development sites located to the east and west of Europa Way will create a demand for the route to be used for local access to the town centre as well as a need to access employment and retail opportunities to the east of Europa Way.

The transport improvements proposed along the corridor will enable this key gateway to be transformed into a 'sustainable spine', improving opportunities to access Leamington Spa and Warwick by sustainable modes. Key elements include:

- increased highway capacity along the route from the M40 J14 to Europa Way / Myton Road roundabout offering the opportunity for dedicated bus lanes and for the investigation of High Occupancy Vehicle (HOV) lanes to be introduced along this route;
- a Park & Ride site at the southern end of the route in the vicinity of the A452 Heathcote roundabout. This would serve both Leamington and Warwick town centres using a combination of existing and enhanced bus services funded from the new development in this area. The intention is for the Leamington service to route via the distributor road of the new development, with bus priority measures provided on route to the town centre (via Leamington rail station);
- a segregated cycle route along Europa Way with a number of access points into the new housing development site to the west of Europa Way and to the Shires Retail Park and employment areas to the east of Europa Way (Tachbrook Business Park, Queensway Trading Estate and Heathcote Industrial Estate);
- an internal and external network of pedestrian and cycle routes from the south Leamington development sites, improving connectivity from the site to Leamington and Warwick town centres and improving east–west cycle links across south Leamington and Warwick at crossing points along Europa Way (including a new pedestrian/cycle bridge linking the proposed Myton Garden development and existing National Cycle Network with the Shires Retail Park and improved onward cycle connections to Warwick Gates via Tachbrook Park Drive).

Further details of the transport proposals are included in Table 1 below. A plan with an overview of the proposals is included in Figure 1. Park and Ride proposals and cycle proposals in the corridor are included in Figures 2a, 2b and 3 respectively.

Table 1. A452 Europa Way ‘Sustainable Spine’ Corridor proposals

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> Europa Way from the M40 J14 to Europa Way / Myton Road roundabout – dualling (with scope to introduce dedicated bus lanes and investigation of use for High Occupancy Vehicle lanes) A452 Greys Mallory Roundabout – signalisation A452 Heathcote Roundabout - additional widening of approaches and signalisation of at least four of the five entry arms A452 Shires Retail Park Roundabout – signalisation of roundabout and introduction of a new link across the centre of the junction to increase the capacity of the north-south movement (including bus priority) A452 Europa Way/Myton Road Roundabout - signalised junction with all entry approaches widened (includes queue detector loops for buses) 	<ol style="list-style-type: none"> Segregated cycle route along Europa Way with a number of access points into the new housing development site to the west of Europa Way and to the Shires Retail Park and employment areas to east of Europa Way (Tachbrook Business Park, Queensway Trading Estate and Heathcote Industrial Estate). An internal and external network of pedestrian and cycle routes from the south Leamington development sites. External links to the following will be required: <ul style="list-style-type: none"> The schools on Myton Road; Warwick Town Centre; Warwick Technology Park; The employment areas to the east of Europa Way (Tachbrook Business Park, Queensway Trading Estate and Heathcote Industrial Estate); Shires Retail Park; Ford Foundry site (Morrisons); Leamington Spa Town Centre; Leamington Spa Rail Station; and Warwick Gates and Whitnash. <p>Where possible, these links should maximise use of the existing pedestrian/cycle network, in particular the facilities on Myton Road, Old Warwick Road, Queensway the Grand Union Canal towpath and the Banbury Road/Heathcote Lane/Gallows Hill route which serves Warwick Technology Park and Warwick Gates</p>
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> Southern Park & Ride facility in the vicinity of A452 Heathcote roundabout serving Leamington Spa and Warwick Bus priority measures to support the proposed southern Park and Ride facility towards Leamington Spa: <ul style="list-style-type: none"> Bus lane on Europa Way dualled section from junction with Harbury Lane to Shires Retail Park Roundabout; Bus loop detectors at the exit of the Park and Ride site onto Europa Way; Bus lane northbound along the Europa Way as far as the junction of Gallows Hill/Heathcote Lane; Bus priority along Gallows Hill at the junction of the Myton Gardens development site distributor road (to facilitate right and straight on bus movements); Bus lane on the exit from the Land west of Europa Way development site northbound, with a bus gate to provide access onto the A452 Europa Way. Bus loop detectors for the reciprocal movement from the A452 Europa Way south into the Land west of Europa Way development; Bus lane northbound around the western edge of the Shires Retail Park roundabout, with corresponding southbound bus lane provided as part of the hamburger design through the centre of the roundabout; Bus detector loops on each approach to the main access to the Ford Foundry development (Morrisons); Queue detector loops on all approaches to the proposed Old Warwick Road/ Lower Avenue/Spencer Street/Bath Street gyratory system; and Bus detector loops on the approaches to all three main junctions on the Parade (Regent Street, Warwick Street and Clarendon Avenue) 	<ol style="list-style-type: none"> In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel. <p>Examples of such measures include:</p> <ul style="list-style-type: none"> Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); Sustainable Travel Packs for new residents; Personalised travel planning; Travel awareness campaigns; Public transport information and marketing; Car clubs; Car sharing schemes; and Teleworking, teleconferencing and home shopping.

Figure 1. Overview of Transport Proposals for A452 Europa Way 'Sustainable Spine' Corridor

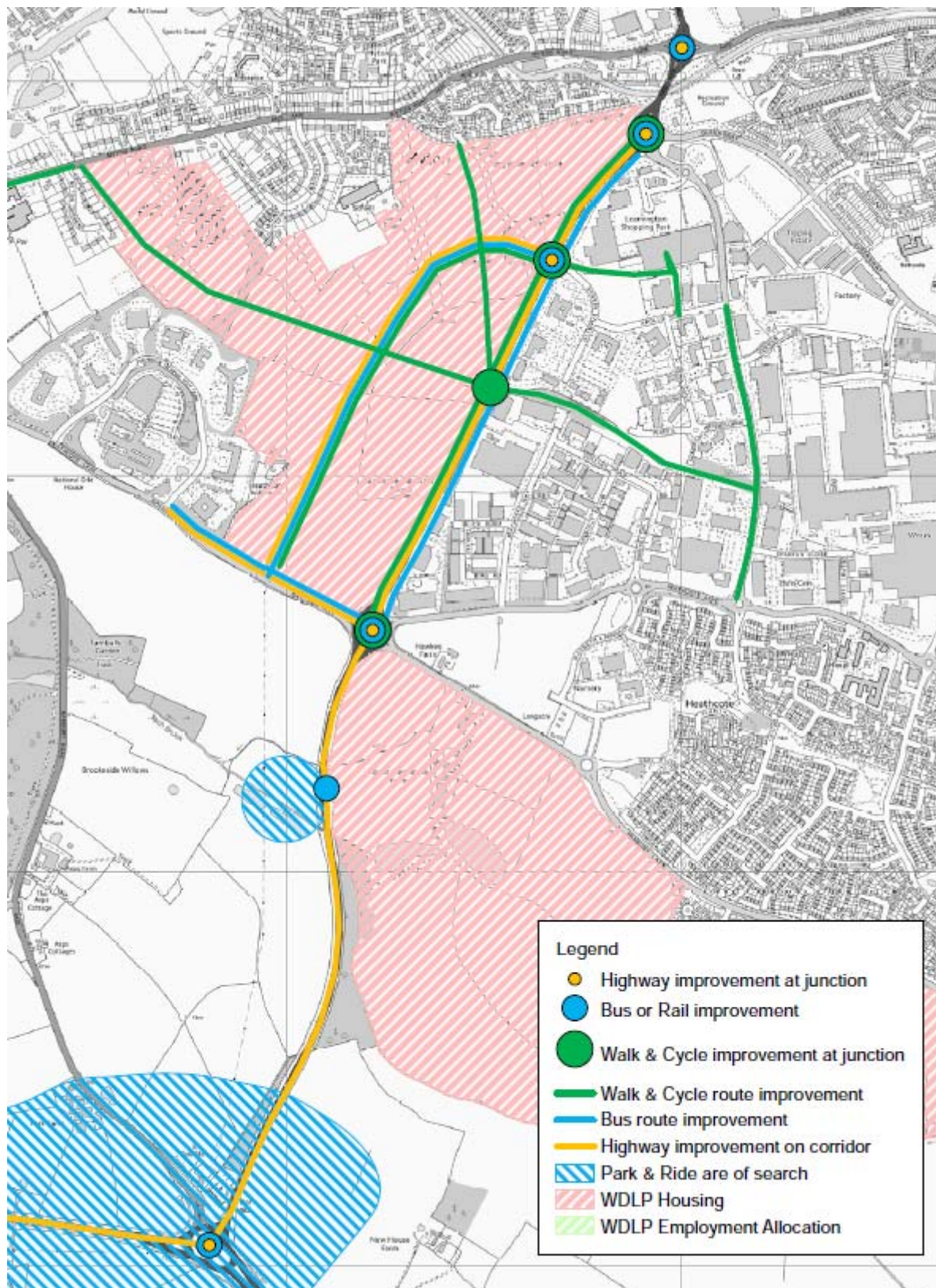


Figure 2a. Southern Park and Ride proposed route

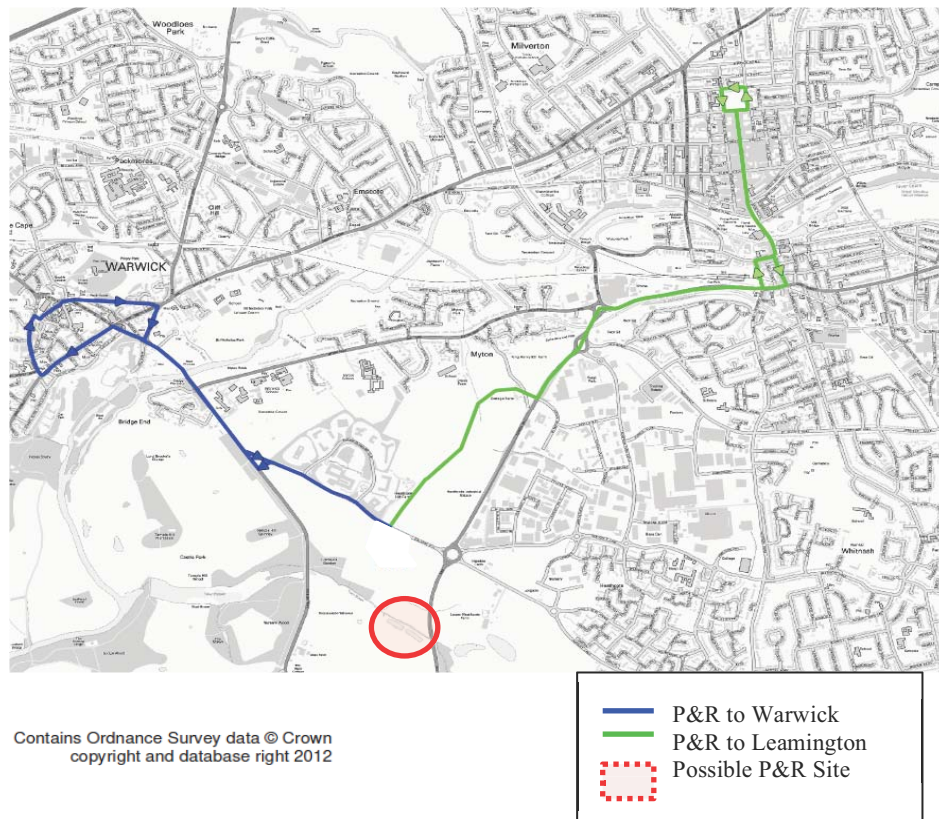


Figure 2b. Park and Ride Proposed Network Interventions

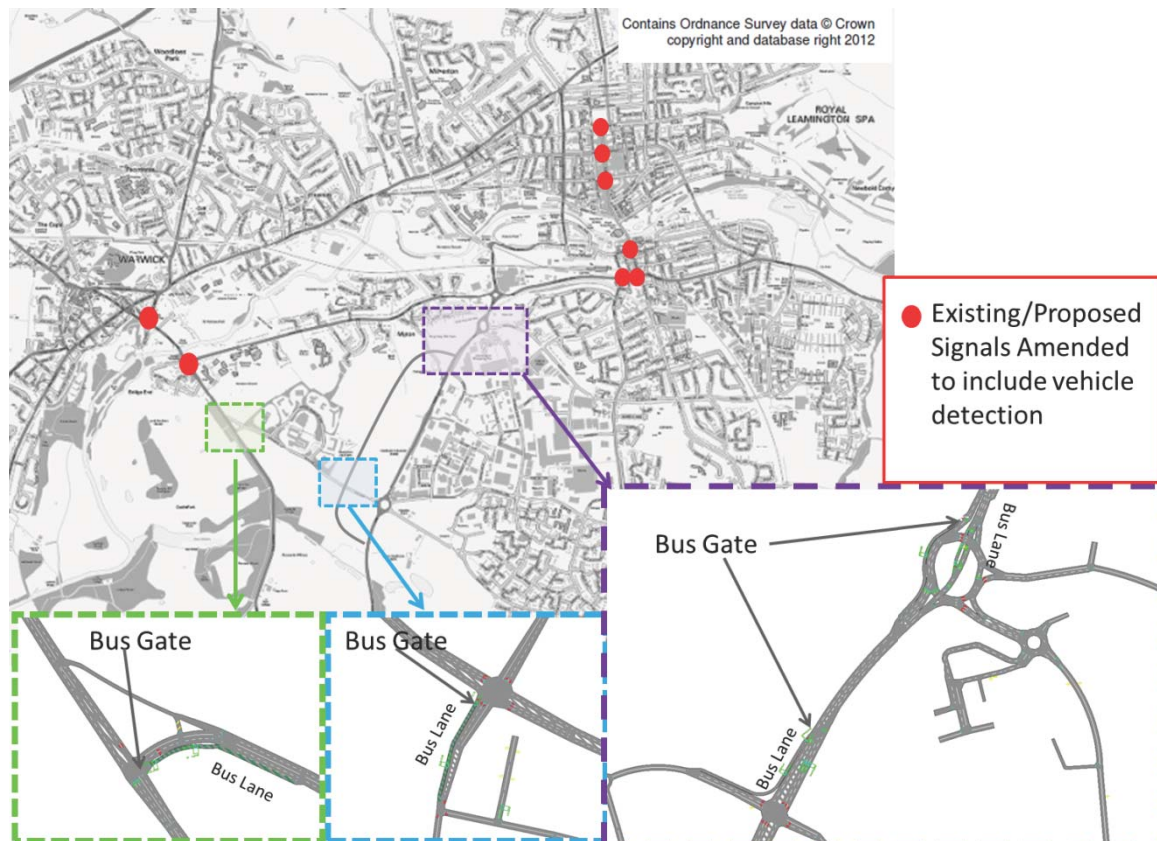
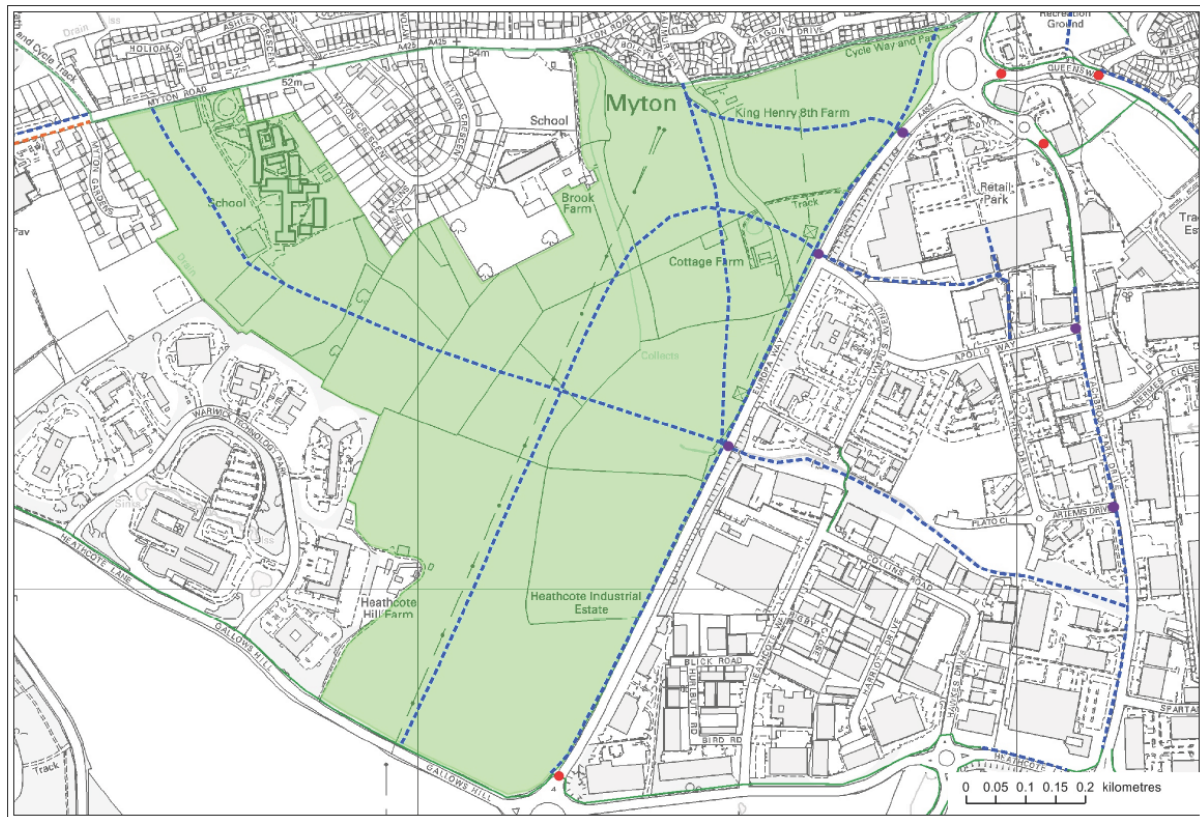





Figure 3. Cycle network (existing and proposed) for A452 Europa Way 'Sustainable Spine' Corridor



Key

-  existing on-road
-  existing off-road
-  proposed on-road
-  proposed off-road
-  existing toucan crossing
-  proposed toucan crossing / bridge
-  Myton Gardens development area

2. A452 Corridor (Leamington to Kenilworth)

The A452 corridor to the north of Leamington is a key route from the A46 into Leamington Spa and Kenilworth, and serves as an important gateway to both towns. It also provides the only direct highway link between Kenilworth and Leamington Spa. As such, the corridor carries significant volumes of traffic throughout the day and particularly at peak times. Even with growth focussed to the south of Warwick/Leamington Spa, it is predicted that the A452 corridor north of Leamington will come under further pressure as a result of growth.

The transport improvements proposed along the corridor will substantially improve the sustainable transport options for travel along this corridor. Key elements include:

- a northern Park and Ride facility between the A46/A452 Thickthorn roundabout and the A452/B4113 Blackdown roundabout. It is anticipated that the facility would be served by some or all of the existing regular bus services which currently use this corridor, thus delivering a highly attractive frequency of service for users. This would be accompanied by bus priority measures along the route, particularly at key pinch points.
- a continuous cycle link between Kenilworth and Leamington (K2L) and provision of local onward connections.
- a new railway station is due to open in Kenilworth town centre in December 2016. This will provide regular half hourly direct rail services between Kenilworth and Leamington Spa.

Table 2. A452 Corridor (Leamington to Kenilworth) proposals

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> 1. A452 Blackdown Roundabout - four arm signalised cross-roads. 2. A452 Bericote Roundabout - signalised roundabout, with the A452 southbound to Bericote Road eastbound movement separated out from the junction at an early stage (although the point at which the A452 meets Bericote Road is also signal controlled). 3. A452 Thickthorn Roundabout – signalisation of four entry arms onto the junction. The carriageway either side of the bridges has been widened to 3 lanes with 2 lanes retained on the bridges. Recommended that the site access for the Thickthorn development is removed from the A452/A46 junction and repositioned to the North-West of the junction on the A452 Leamington Road between Thickthorn and St Johns. Dual carriageway links between the A46 Thickthorn grade separated signalised roundabout and Bericote signalised roundabout. 4. St Johns Gyratory, Kenilworth - Proposals for this junction are in line with earlier proposals i.e. signalisation of the four entry arms onto the junction. Additional engineering will be required to ensure that the existing development which is located in the centre of the gyratory can be accessed satisfactorily. 	<p>K2L cycle route between Kenilworth and Leamington Spa. This will include cycle routes at the following junctions:</p> <ol style="list-style-type: none"> 1. A452 Blackdown Roundabout - Provision of Toucan crossing over B4113 2. A452 Bericote Roundabout - Provision of Toucan crossing over Bericote Road to contribute towards development of proposed A452 Kenilworth to Leamington Spa cycle route 3. A452 Thickthorn Roundabout - Provision of Toucan crossings over slip roads 4. St Johns Gyratory, Kenilworth – cycle facilities incorporated into this scheme
Park & Ride / Bus priority / Rail	Behavioural change measures
<ol style="list-style-type: none"> 1. Park & Ride between the A46/A452 Thickthorn roundabout and the A452/B4113 Blackdown roundabout. Facility served by some or all of the existing bus services which currently use this corridor, thus delivering a highly attractive frequency of service for users. This would be accompanied by bus priority measures along the route, particularly at key pinch points. 2. New rail station at Kenilworth with direct services between Kenilworth and Leamington Spa. 	<ol style="list-style-type: none"> 1. In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel. <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 4. Overview of Transport Proposals for A452 (Leamington to Kenilworth) Corridor

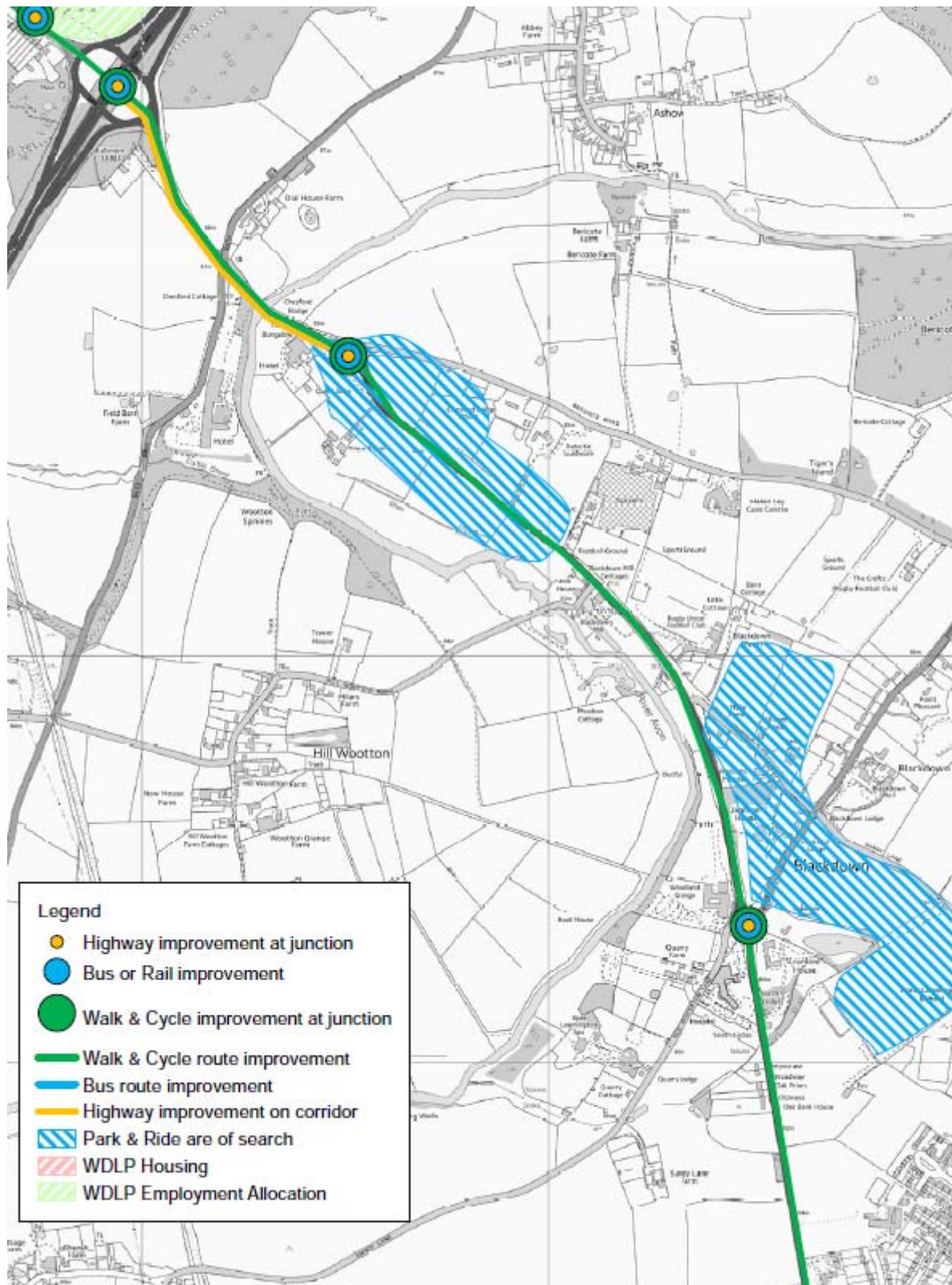
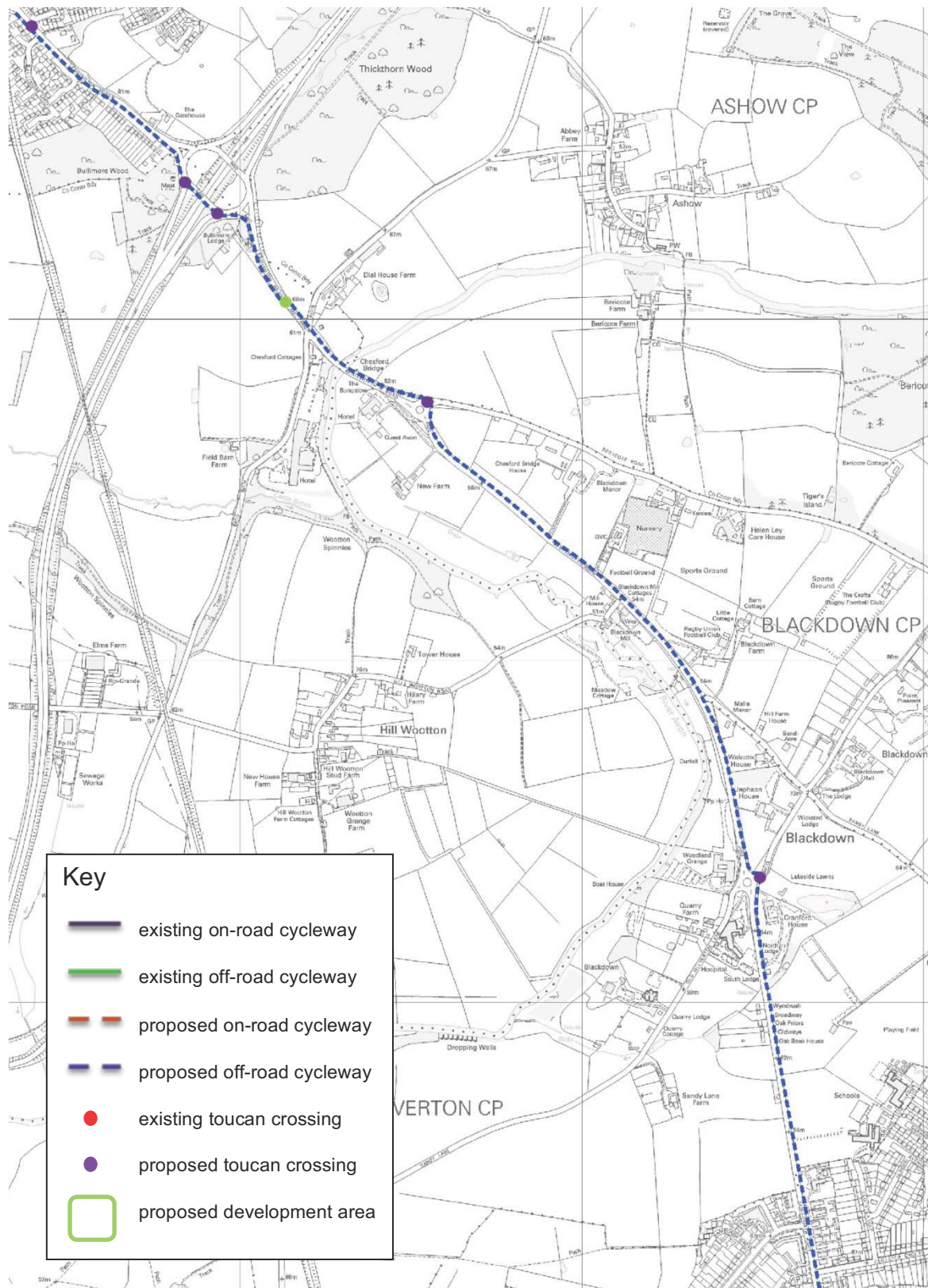


Figure 5. Cycle network (existing and proposed) for A452 (Leamington to Kenilworth) Corridor



3. Warwick - Leamington – Lillington (via Emscote Road)

The corridor between Warwick and Leamington Spa via A445 Emscote Road provides one of two direct links between the two towns (the other being A425 Myton Road). As well as demand for travel along the route to access the destinations in the towns at either end, the corridor is also a destination in itself with a combination of residential, commercial and education uses.

The transport improvements proposed along the corridor will substantially improve the sustainable transport options for travel along this corridor. Key elements include:

- Continuation of cycle provision to improve connections between Leamington and Warwick via Emscote Road
- Provision of bus priority measures along the route will be investigated, particularly at key pinch points
- highway and junction improvements, including widening of Portobello Bridge and signalisation of Princes Drive /Warwick New Road roundabout and Emscote Road/Greville Road junction

Table 3. Warwick – Leamington – Lillington (via Emscote Road)

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> 1. Princes Drive / B4099 Warwick New Road - reconfiguration of the mini-roundabout to a signalised 3 arm priority junction. 2. A445 Rugby Road / B4099 Warwick New Road – signal upgrade, including improvements for cyclists 3. A445 Portobello Bridge – bridge replacement/widening 4. A445 Emscote Road/Greville Road - signalisation of the junction. From the south the entry has been widened and marked out as 3 lanes. A right turn filter into Bridge Street is provided whilst two lanes can travel NB across the junction and merge back into one lane just west of the bridge. Bridge Street and Greville Road are signalised and Bridge Street is vehicle actuated. From the north there are two lanes in both directions between the junction and the bridge, one lane facilitates the movement of traffic straight across the junction whilst the other acts as an extended right turn lane from Emscote Road to Greville Road. Towards the back of this lane a queue detector has been included to prevent right turning traffic from blocking back onto the bridge. 5. A445 Emscote Road / Tesco junction – investigate improvement of bus / cycle provision at the junction 	<ol style="list-style-type: none"> 1. Princes Drive/B4099 Warwick New Road - Replacement of the existing mini-roundabout with a signal controlled junction will improve safety for cyclists. Cycle facilities (Advanced Stop Lines) will be incorporated into the scheme as appropriate and to contribute towards the development of the proposed Warwick – Leamington cycle route (via Emscote Rd / Warwick New Rd) and connection to the existing cycle facilities on Princes Drive south 2. A445 Rugby Road / B4099 Warwick New Road – signal upgrade, including improvements for cyclists 3. A445 Portobello Bridge – bridge replacement/widening incorporating on-carriageway cycle lanes in both directions and facilities for pedestrians 4. A445 Emscote Road / Greville Road - signalisation of this junction will improve safety for cyclists. The scheme will incorporate cycling facilities (Advanced Stop Lines) as appropriate and contribute towards the development of the proposed Warwick to Leamington cycle route (via Emscote Road / Warwick New Road). Pedestrian crossing facilities will be provided as part of the scheme. 5. A445 Emscote Road / Tesco junction – investigate improvement of bus / cycle provision at the junction (including access lane to cycle ASL) 6. St Nicholas Park / Myton Road / Myton Gardens / Europa Way – improved link from Emscote Road to south of Leamington via existing St Nicholas Park / Myton Road off-road cycle route with new onward connections to Shires Retail Park, Heathcote Industrial Estate and Warwick Gates via the new Myton Gardens development 7. Warwick Station Link – improved link between A445 Emscote Road and Warwick station via Broad Street, Guy's Cliffe Terrace and rear of Woodcote Road
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> 1. Investigate provision of bus priority measures along the route, particularly at key pinch points 	<ol style="list-style-type: none"> 1. In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel. <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 6. Overview of Transport Proposals for Warwick – Leamington – Lillington (via Emscote Road) Corridor

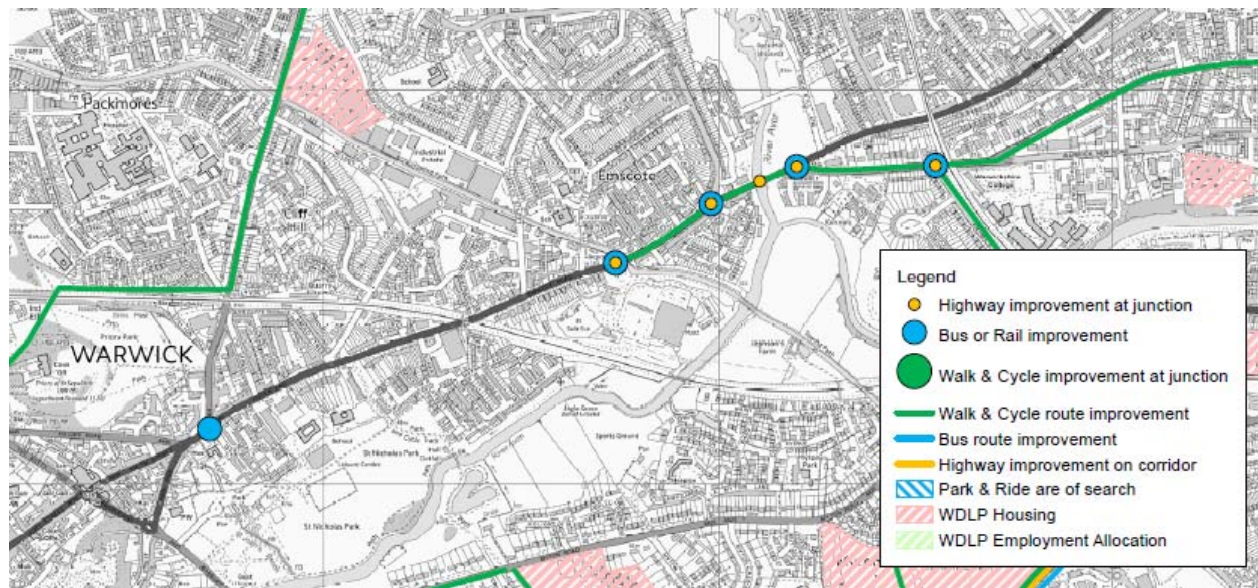
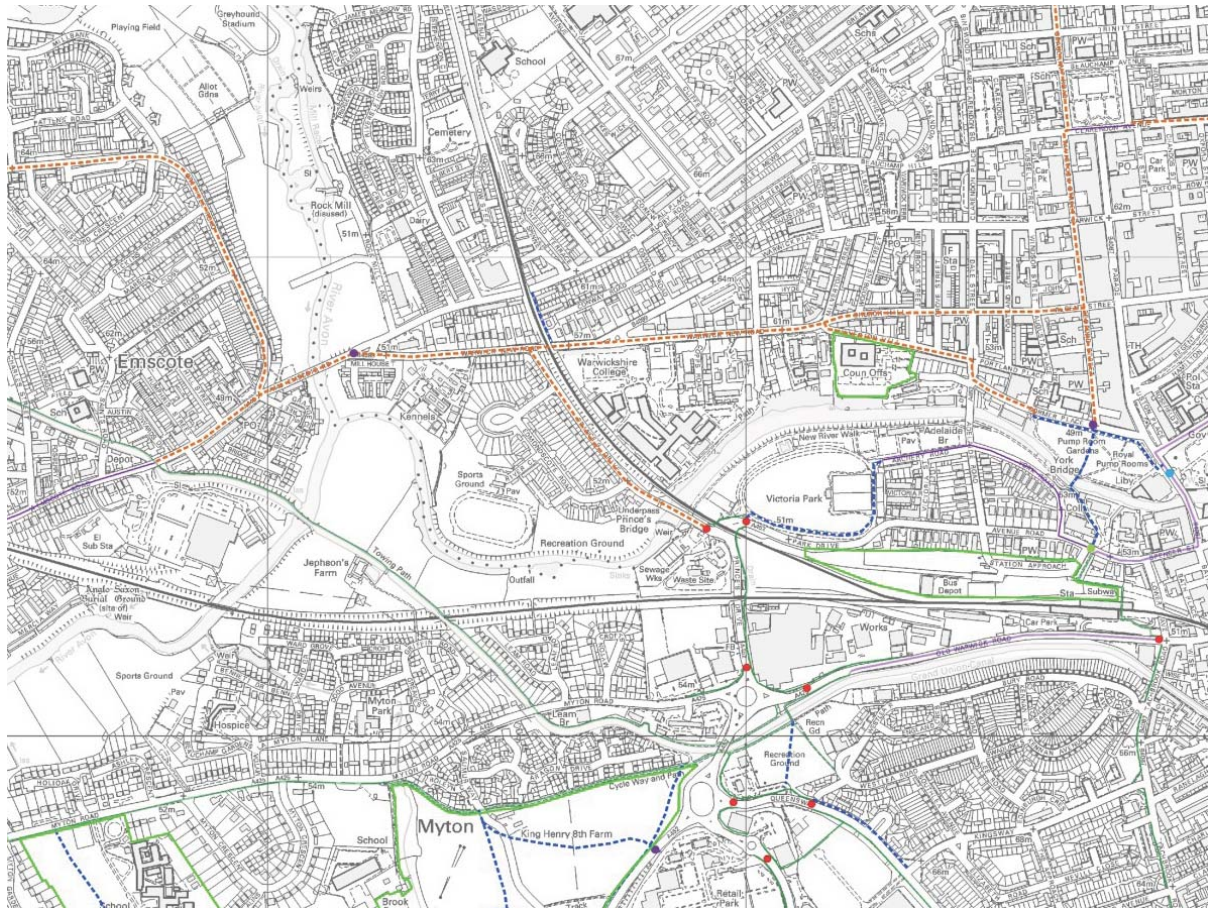






Figure 7. Cycle network (existing and proposed) for Warwick-Leamington-Lillington (via Emscote Road) Corridor



Key

-  existing on-road cycleway
-  existing off-road cycleway
-  proposed on-road cycleway
-  proposed off-road cycleway
-  existing toucan crossing
-  proposed toucan crossing
-  proposed development area

4. Leamington South (including Tachbrook Road)

Access to Leamington town centre from the Old Town area provides an important gateway from the south of the town. The route provides direct access to Leamington rail station as well as the commercial and retail facilities in this part of the town. The area around the railway bridge on High Street/Old Warwick Road is a designated Air Quality Management Area.

In the opposite direction, the corridor links the town centre and Old Town with numerous residential and commercial areas located adjacent to the Tachbrook Road. The Royal Leamington Spa Rehabilitation medical facility is also located on Heathcote Lane just off Tachbrook Road.

Table 4. Leamington South (including Tachbrook Road)

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> B4087 Bath Street/Spencer Street/High Street/Lower Avenue – introduction of a one-way gyratory along Lower Avenue /Spencer Street and Bath Street with restricted movement along Old Warwick Road for eastbound traffic. Introduction of signal control on at least three of the four entry points and inclusion of vehicle detection loops. A452 Adelaide Road/Avenue Road – provision of a signalised junction to replace the existing mini-roundabout A452 Adelaide Road/Dormer Place – provision of a signalised junction to replace the existing priority junction B4087 Tachbrook Road / Heathcote Lane - provision of a toucan / cycle facility on Tachbrook Road at junction with Heathcote Lane 	<ol style="list-style-type: none"> B4087 Bath Street/Spencer Street/High Street/Lower Avenue – Opportunity to reallocate road space to pedestrians and cyclists, particularly on Bath Street and High Street. The delivery of improved cycle access to the town centre from Tachbrook Road / Clemens Street will be sought. The opportunity to widen the footway / cycleway adjacent to the Toucan crossing on the south-west corner of Old Warwick Road / Tachbrook Road junction will also be sought A452 Adelaide Road/Avenue Road – Replacement of the mini-roundabout with signal controlled junction will improve safety for cyclists. Cycle facilities (Advance Stop Lines) will be incorporated into the scheme as appropriate. A452 Adelaide Road/Dormer Place – Provision of a signalised junction will improve safety for cyclists. Cycle facilities (Advanced Stop Lines) will be included in the scheme as appropriate. Opportunities to deliver improved east-west links for cyclists (Milverton Hill – Portland Place East / Dormer Place) will be sought as part of this scheme. B4087 Tachbrook Road / Heathcote Lane – provision of a toucan / cycle facility on Tachbrook Road at junction with Heathcote Lane
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> B4087 Bath Street/Spencer Street/High Street/Lower Avenue - Queue detector loops on all approaches to the proposed Old Warwick Road/ Lower Avenue/Spencer Street/Bath Street gyratory system A452 Adelaide Road/Avenue Road – provision of queue detector loops at signalised junction A452 Adelaide Road/Dormer Place – provision of queue detector loops at signalised junction 	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 8. Overview of Transport Proposals for Leamington South (including Tachbrook Road Corridor)

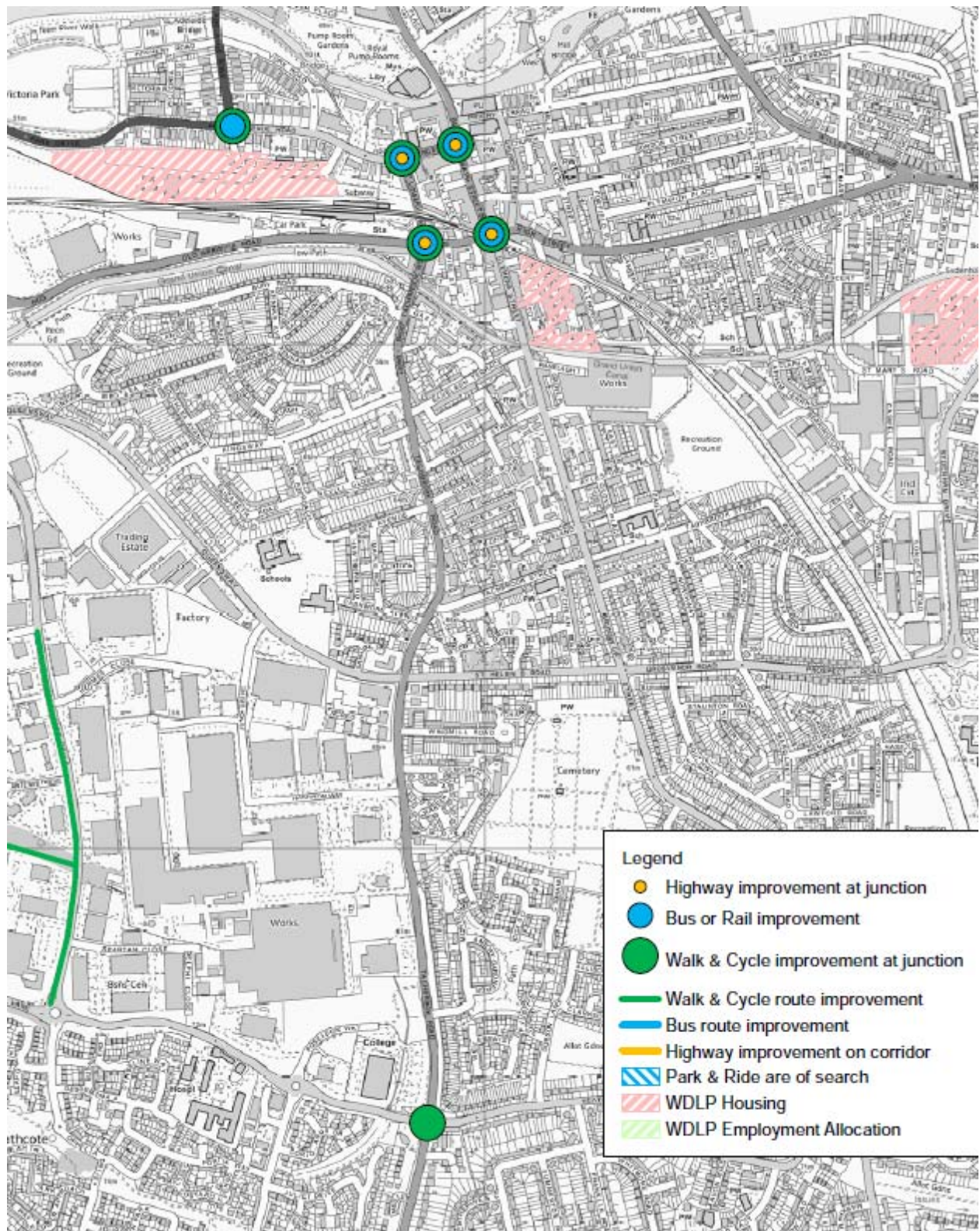


Figure 9. Cycle network (existing and proposed) for Leamington South (including Tachbrook Road) Corridor



5. Warwick Town Centre to Heathcote via Gallows Hill

The east-west corridor route from South Leamington into Warwick via C43 Harbury Lane and Gallows Hill/Heathcote Lane provides access to Warwick town centre as well as a number of key education, employment and residential areas on route, including:

- Warwick Gates residential area
- Heathcote Industrial Estate
- Warwick Technology Park
- Warwick School
- Myton School

The route carries significant volumes of traffic throughout the day and particularly at peak times. Growth to the south of Warwick/Leamington Spa will put the corridor under further pressure. The transport improvements proposed along the corridor will substantially improve the sustainable transport options for travel along this corridor. Key elements include:

- a Park & Ride facility in the vicinity of the A452 Heathcote roundabout. This would serve Warwick town centre (and Leamington Spa town centre) via Gallows Hill/Heathcote Lane using a combination of existing and enhanced bus services funded from the new development in this area. The possibility of Drop & Ride provision for Warwick School and Park & Stride provision for access to nearby employment sites (Warwick Technology Park and Heathcote Industrial Estate) will be investigated.
- highway improvements along Gallows Hill/Heathcote Lane and at the A425 Banbury Road / Myton Road roundabout offer the opportunity for dedicated bus lanes and bus priority measures to be introduced. An investigation into the provision of a High Occupancy Vehicle (HOV) lane on the approach to Warwick Tech Park will also be carried out.
- further improvements to cycle provision. The construction of a shared use off-road cycle link from Myton Road / Banbury Road roundabout to Heathcote has already improved conditions for cyclists along this section of the route, including toucan crossing facilities at the Gallows Hill / A452 Europa Way roundabout. Opportunities will be investigated to extend cycle provision along the route, including connections with Warwick town centre, the Myton Gardens development and an extension along Heathcote Lane to connect to Tachbrook Road.

Table 5. Warwick Town Centre to Heathcote via Gallows Hill

Junction / Highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> A425 Banbury Road / Myton Road roundabout – signalised junction. Northbound, two lanes have been introduced from the Gallows Hill/Heathcote Lane junction which merges into the right turn into Warwick School, a single lane is then in operation until approximately 100m south of the junction with Myton Road. Gallows Hill/Warwick Tech Park – dualled section along the section from Myton Gardens distributor road to south of Tech Park entrance (with scope to introduce bus lane and/or investigation of use for High Occupancy Vehicle lane). New roundabout at Western Entrance to Tech Park to improve accessibility to the site and reduce the propensity for vehicles waiting to turn into the Tech Park to exacerbate queuing and delay levels along the Gallows Hill corridor. Priory Rd to St Nicolas Church Street - movement has been restricted. 	<ol style="list-style-type: none"> A425 Banbury Road / Myton Road roundabout – Replacement of roundabout with signal controlled junction will improve safety for cyclists. Cycle facilities (Advanced Stop Lines) will be incorporated into scheme and the need to facilitate cycle access to / from existing Banbury Road / Myton Road cycle routes will be considered in the development of the design. Onward connections to the town centre will be investigated, including introduction of 20mph speed limit to aid on-carriageway cycling and improve conditions for pedestrians. Extension of cycle provision along Heathcote Lane to connect to Tachbrook Road.
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> Southern Park & Ride facility in the vicinity of A452 Heathcote roundabout serving Leamington Spa and Warwick Bus priority measures to support the proposed southern Park and Ride facility towards Warwick town centre: <ul style="list-style-type: none"> Bus loop detectors at the exit of the Park and Ride site onto Europa Way; Bus lane northbound along the Europa Way as far as the junction of Gallows Hill/Heathcote Lane; Bus priority along Gallows Hill at the junction of the Myton Gardens development site distributor road (to facilitate right and straight on bus movements); Bus loop detectors on all approaches to the Banbury Road/Myton Road junction; <p>Opportunities for bus priority in Warwick town centre will be explored in due course as part of the development of a traffic management scheme.</p>	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); Sustainable Travel Packs for new residents; Personalised travel planning; Travel awareness campaigns; Public transport information and marketing; Car clubs; Car sharing schemes; and Teleworking, teleconferencing and home shopping.

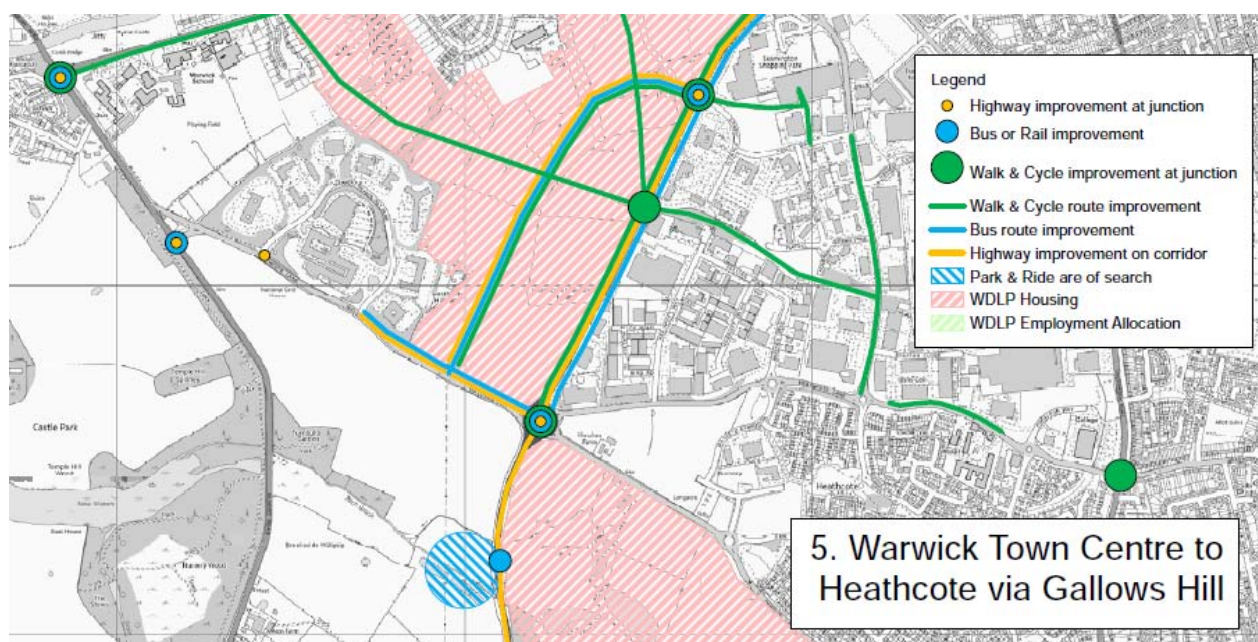
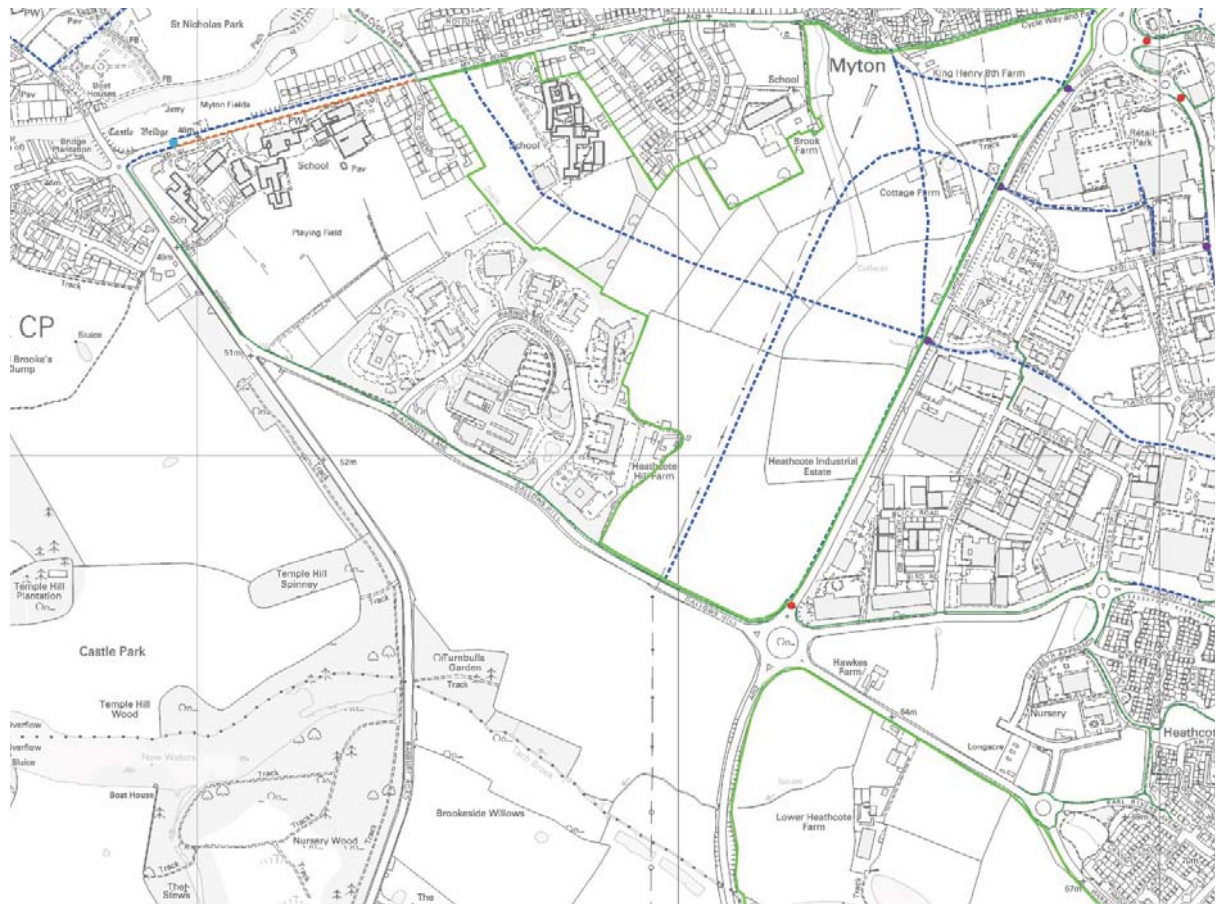




Figure 10. Overview of Transport Proposals for Warwick Town Centre to Heathcote via Gallows Hill

Figure 11. Cycle network (existing and proposed) for Warwick Town Centre to Heathcote via Gallows Hill Corridor



Key

-  existing on-road cycleway
-  existing off-road cycleway
-  proposed on-road cycleway
-  proposed off-road cycleway
-  existing toucan crossing
-  proposed toucan crossing
-  proposed development area

6. Warwick Town Centre to Leamington (via Myton Road)

The corridor between Warwick and Leamington Spa via A425 Myton Road provides one of two direct links between the two towns (the other being A445 Emscote Road). As well as demand for travel along the route to access the destinations in the towns at either end, the corridor is also a key destination in itself. Two schools are located along the Myton Road (Myton School and Warwick School) which generate significant volumes of traffic at peak times. The corridor also provides a key link to Warwick Technology Park which is located close to the western end of the corridor, to retail facilities at the eastern end as well as providing local access to residential areas along its entire length. Growth to the south of Warwick/Leamington Spa will put the corridor under further pressure.

The transport improvements proposed along the corridor will substantially improve the sustainable transport options for travel along this corridor. Key elements include:

- further improvements to cycle provision. This will provide both improved facilities along the length of Myton Road as well as improved connections from Myton Road (in the vicinity of Myton School) through the Myton Gardens development, across Europa Way to the Shires Retail Park, Warwick Gates and Heathcote.
- Improved access by bus using the southern Park & Ride service (including schools Drop & Ride), with bus priority from the Park& Ride facility into Warwick.

Table 6. Warwick Town Centre to Leamington (via Myton Road)

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> A425 Banbury Road / Myton Road roundabout – signalised junction. Northbound, two lanes have been introduced from the Gallows Hill junction which merges into the right turn into Warwick school, a single lane is then in operation until approximately 100m south of the Junction with Myton Road. A452 Europa Way/Myton Road Roundabout - signalised junction with all entry approaches widened (includes queue detector loops for buses) 	<ol style="list-style-type: none"> A425 Banbury Road / Myton Road roundabout – Replacement of roundabout with signal controlled junction will improve safety for cyclists. Cycle facilities (Advanced Stop Lines) will be incorporated into scheme and the need to facilitate cycle access to / from existing Banbury Road / Myton Road cycle routes will be considered in the development of the design. Onward connections to the town centre will be investigated, including introduction of 20mph speed limit to aid on-carriageway cycling. Extension of cycle facility along Myton Road between St Nicholas Park cycle entrance and Myton Road / Banbury Road junction. Improved cycle connections from the area to the Shires Retail Park, Warwick Gates and Heathcote via the Myton Gardens development.
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> A425 Banbury Road / Myton Road roundabout – signalised junction with bus loop detector loops on all approaches A452 Europa Way/Myton Road Roundabout – signalised junction with bus detector loops on each approach 	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 12. Overview of Transport Proposals for Warwick Town Centre to Leamington (via Myton Road)

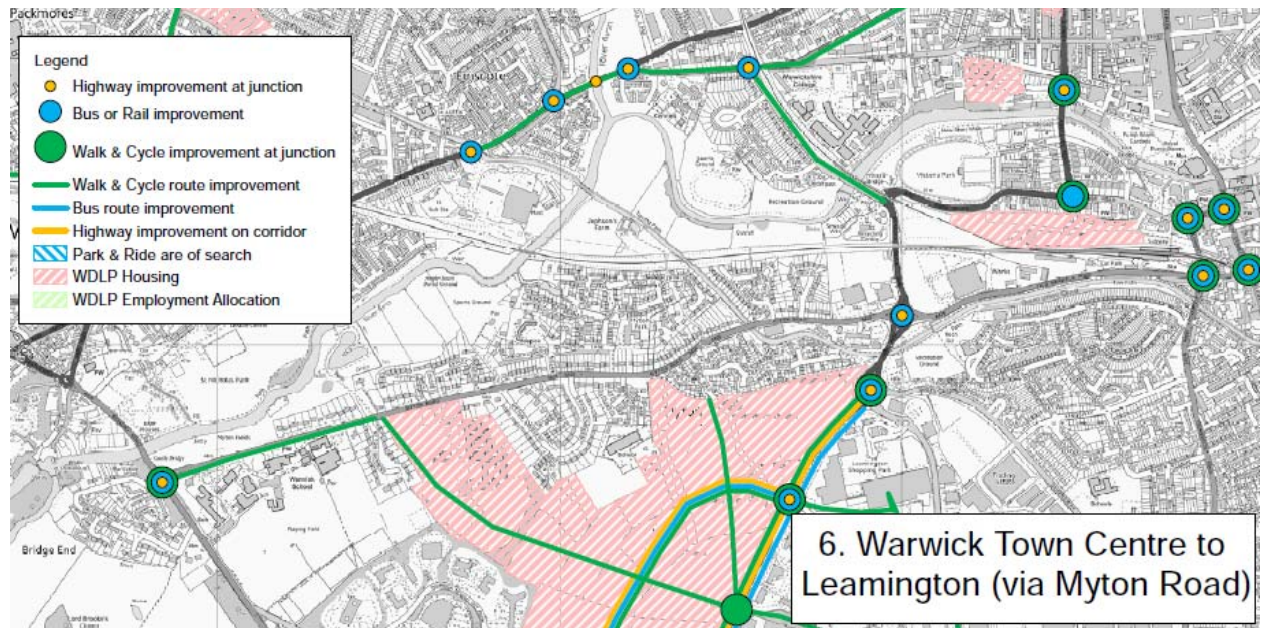
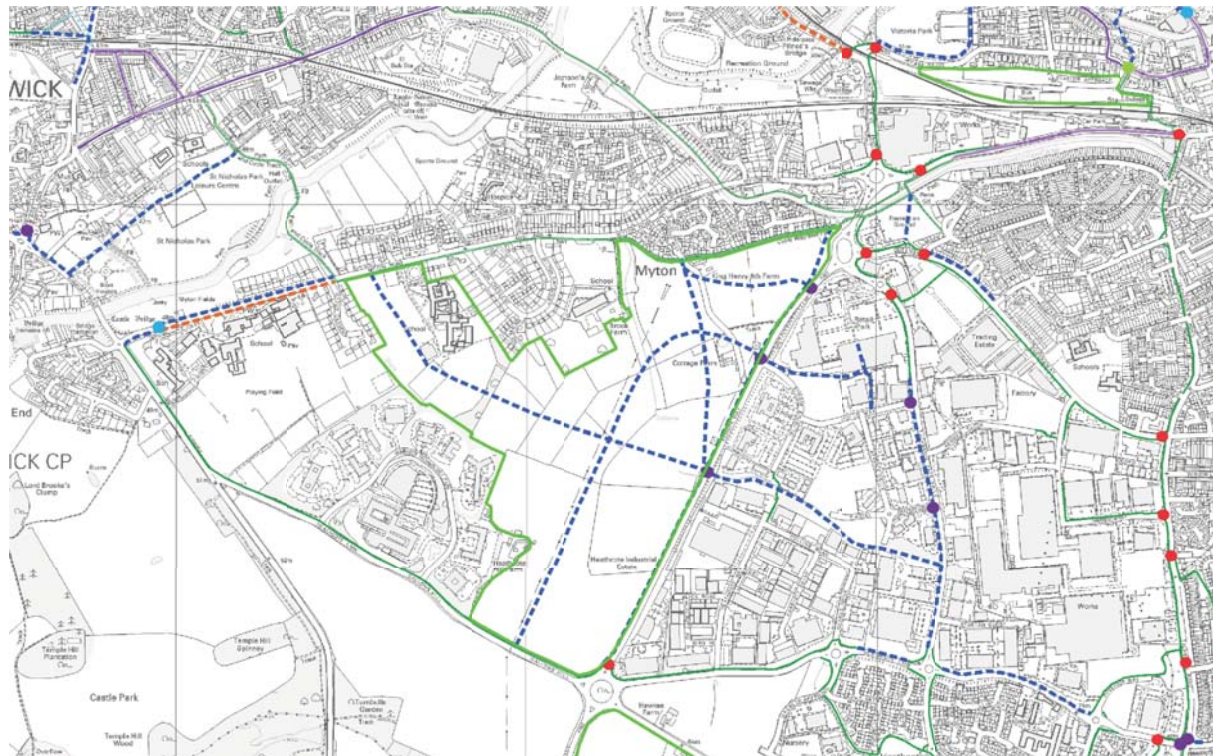







Figure 13. Cycle network (existing and proposed) for Warwick Town Centre to Leamington (via Myton Road)



Key

-  existing on-road cycleway
-  existing off-road cycleway
-  proposed on-road cycleway
-  proposed off-road cycleway
-  existing toucan crossing
-  proposed toucan crossing
-  proposed development area

7. A429 Coventry Road, Warwick

The A429 Coventry Road provides a key link from the A46 north of Warwick into Warwick town centre. Key transport improvements proposed along the corridor include:

- extension of Coventry Road cycle facility from Primrose Hill to Warwick town centre
- widening of all approaches at Spinney Hill roundabout, including potential for bus priority on approach of roundabout from Spinney Hill and Primrose Hill
- improved east-west cycle connections in vicinity of Spinney Hill roundabout

Table 7. A429 Coventry Road, Warwick

Junction / highway modifications	Walking and Cycle improvements
<p>1. A429/Spinney Hill Roundabout - widening of all approaches</p>	<p>1. A429 Spinney Hill Roundabout - Provision of a Toucan crossing over Primrose Hill to facilitate access to existing A429 Warwick to Leek Wootton cycleway. The conversion of the existing Pelican crossing south of the A429 roundabout to a Toucan and provision of a short cycle link to Spinney Hill across the adjoining area of open space will also be included.</p> <p>2. Extension of Coventry Road cycle facility from Primrose Hill to Warwick town centre (via Warwick station link). Improvements for cyclists will be sought at Cape Road junction.</p>
Park & Ride / Bus priority	Behavioural change measures
<p>1. A429/Spinney Hill Roundabout – potential for bus priority for east-west movements across junction</p>	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 14. Overview of Transport Proposals for A429 Coventry Road, Warwick

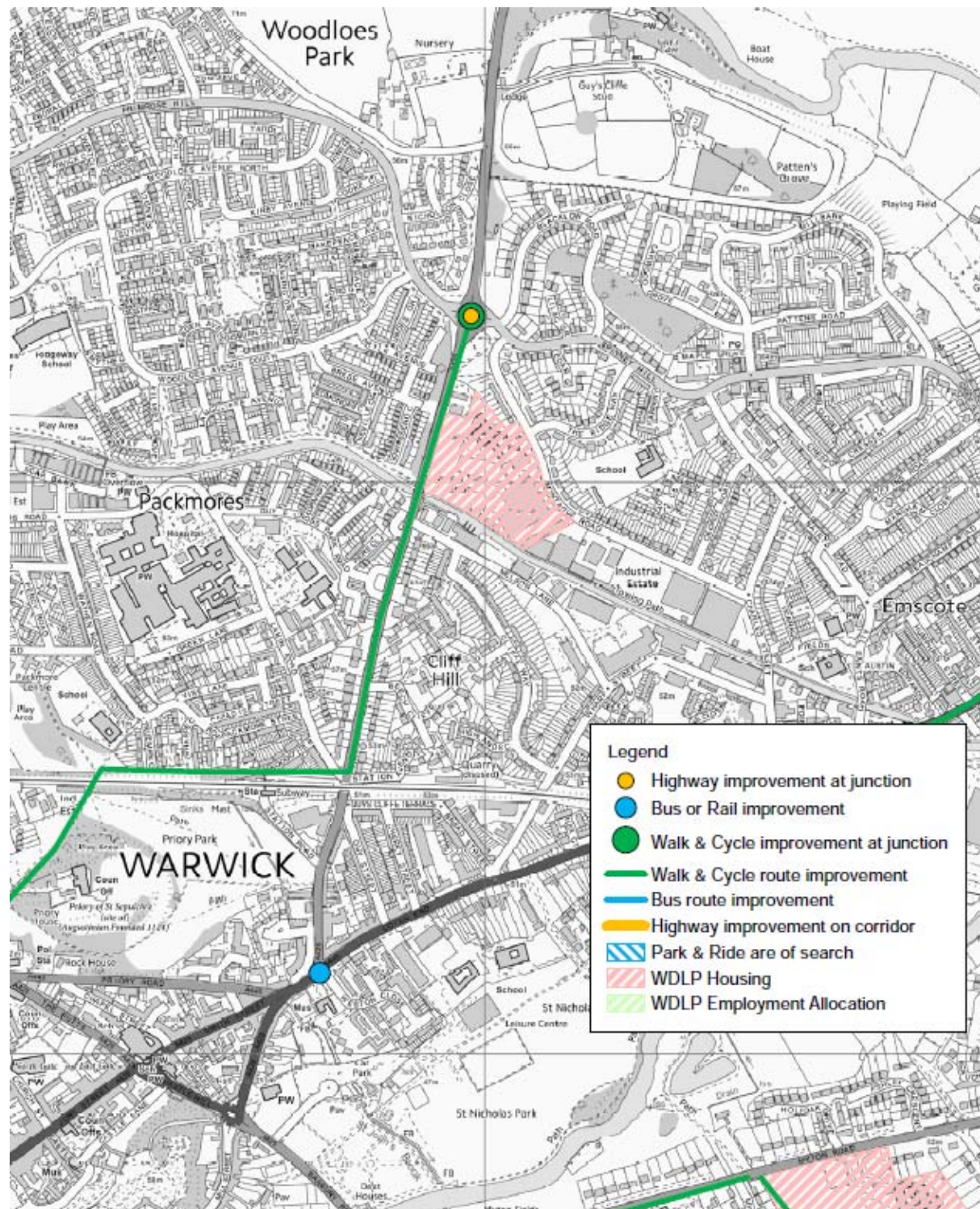
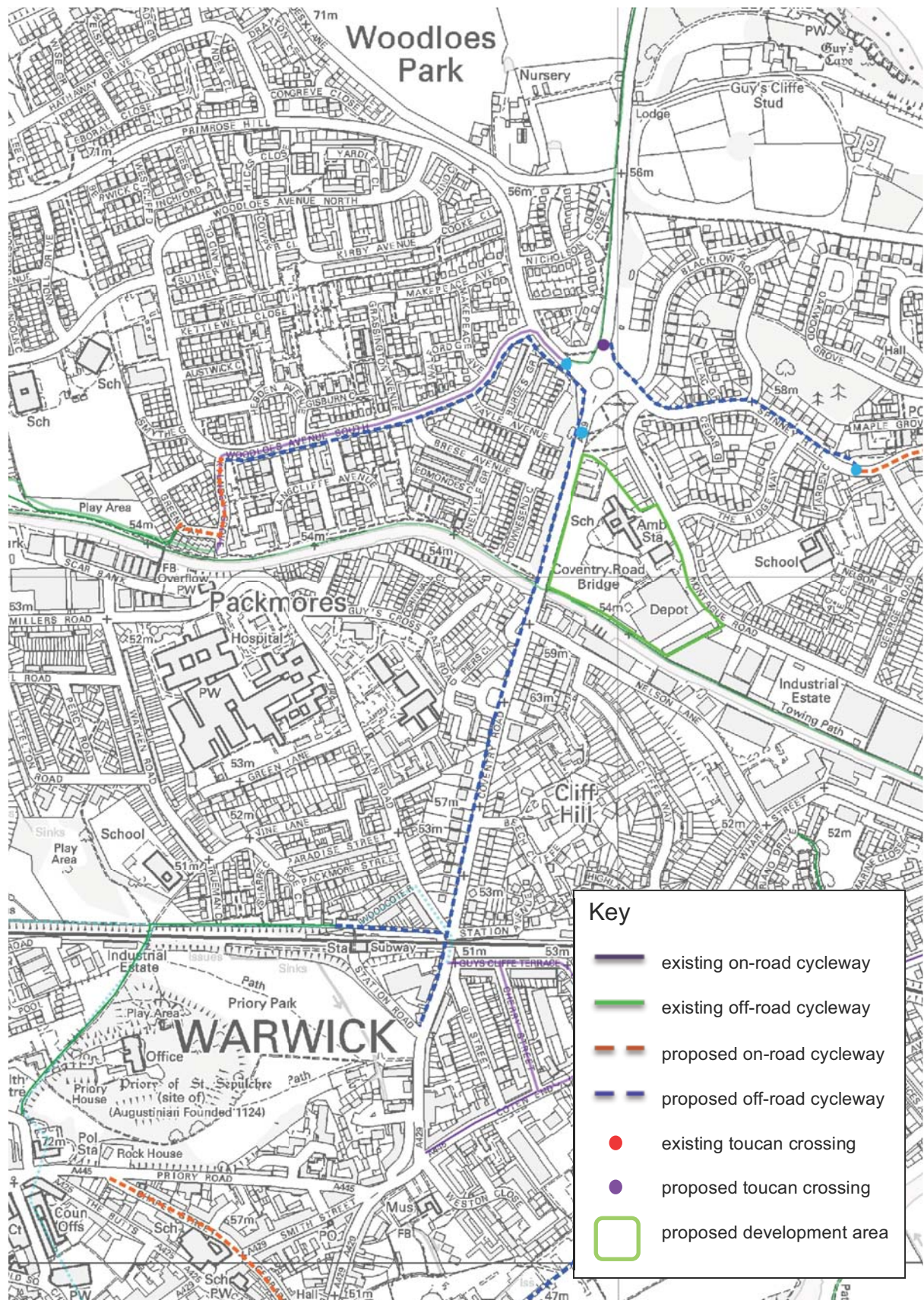


Figure 15. Cycle network (existing and proposed) for A429 Coventry Road, Warwick



8. A425 Birmingham Road, Warwick

The A425 Birmingham Road provides a key gateway from the A46 and A4177 west of Warwick into Warwick town centre. Access to employment sites at Opus 40 and along Wedgnock Lane are provided close to A46 / Birmingham Road junction.

Key transport improvements proposed along the corridor include:

- upgrade of A46/A425/A4177 'Stanks Island' and associated cycle/pedestrian improvements on the western end of Birmingham Road between Wedgnock Lane and Stanks Island
- investigation of possible Park & Ride facility in vicinity of A46/A425/A4177 junction and provision of a through bus link to the southern Park and Ride site via Warwick town centre

Table 8. A425 Birmingham Road, Warwick

Junction / highway modifications	Walking and Cycle improvements
1. A46/Birmingham Road 'Stanks Island' – upgrade of 'Stanks Island' and associated cycle/pedestrian improvements on the western end of Birmingham Road between Wedgnock Lane and 'Stanks Island'	1. A46/Birmingham Road 'Stanks Island' – Scheme will include cycle facilities to improve access across the major roundabout from the existing A4177 Hatton – Warwick cycle route. Scheme design will consider need to facilitate cycle access to Warwick Parkway, new residential / employment development on Opus 40 site, employment located on Wedgnock Lane and Warwick town centre.
Park & Ride / Bus priority	Behavioural change measures
1. Investigate possibility of Park & Ride facility in vicinity of A46/A425/A4177 junction	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 16. Overview of Transport Proposals for A425 Birmingham Road, Warwick

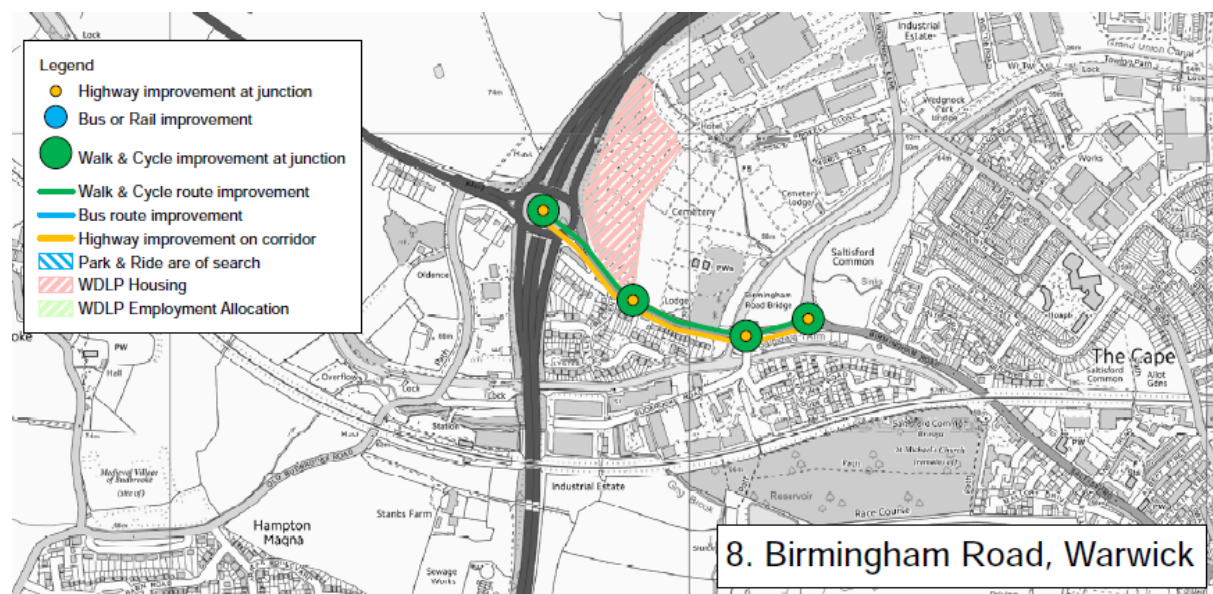
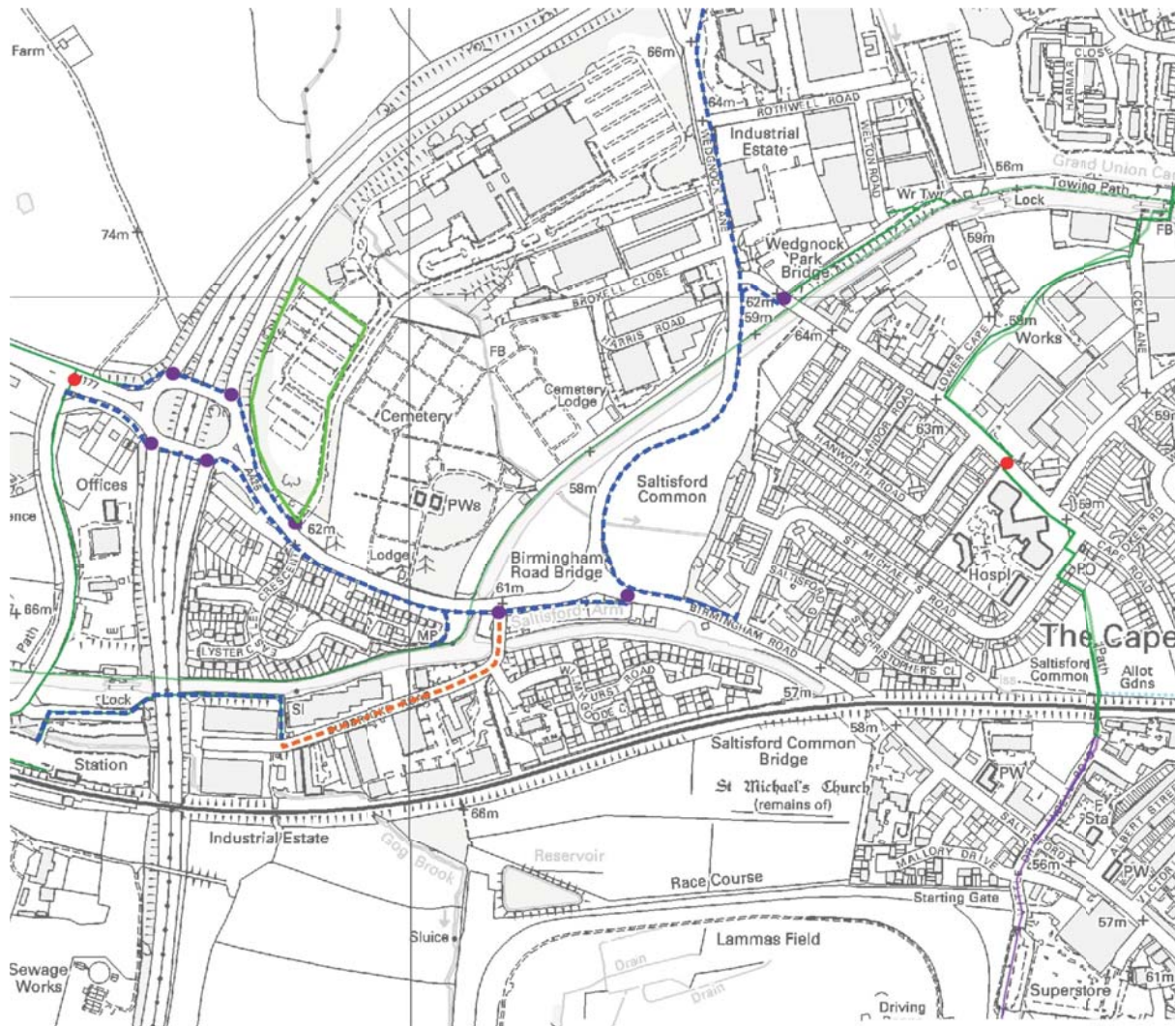


Figure 17. Cycle network (existing and proposed) for A425 Birmingham Road, Warwick



Key

- existing on-road cycleway
- existing off-road cycleway
- - - proposed on-road cycleway
- - - proposed off-road cycleway
- existing toucan crossing
- proposed toucan crossing
- proposed development area

9. A429 Stratford Road, Warwick

The A429 Stratford Road corridor runs from M40 Junction 15 at Longbridge to West Gate in Warwick town centre. The road provides a direct route to the town centre and is the signed route to Warwick Castle car park for visitors. Also accessed off Stratford Road are the South West Warwick housing and employment developments, Aylesford School and the Shakespeare Avenue housing area.

Key transport improvements proposed along the corridor include:

- Stratford Road cycleway - extension of Stratford Road cycle facility from South West Warwick housing and employment development to Warwick town centre

Table 9. A429 Stratford Road, Warwick

Junction / highway modifications	Walking and Cycle improvements
See 'Walking and Cycle improvements'	<ol style="list-style-type: none"> 1. Stratford Road cycleway - Extension of Stratford Road cycle facility from South West Warwick housing and employment development to Warwick town centre 2. Completion of North West Warwick to Aylesford School cycle scheme 'missing link' - Options to provide a cycle facility to bridge the missing link along Hampton Road will be investigated 3. Pedestrian crossing near Shakespeare Avenue
Park & Ride / Bus priority	Behavioural change measures
Opportunity for tourist trips to Castle to switch to Park & Ride rather than use on site car parking facility accessed from A429 Stratford Road	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 18. Overview of Transport Proposals for A429 Stratford Road, Warwick

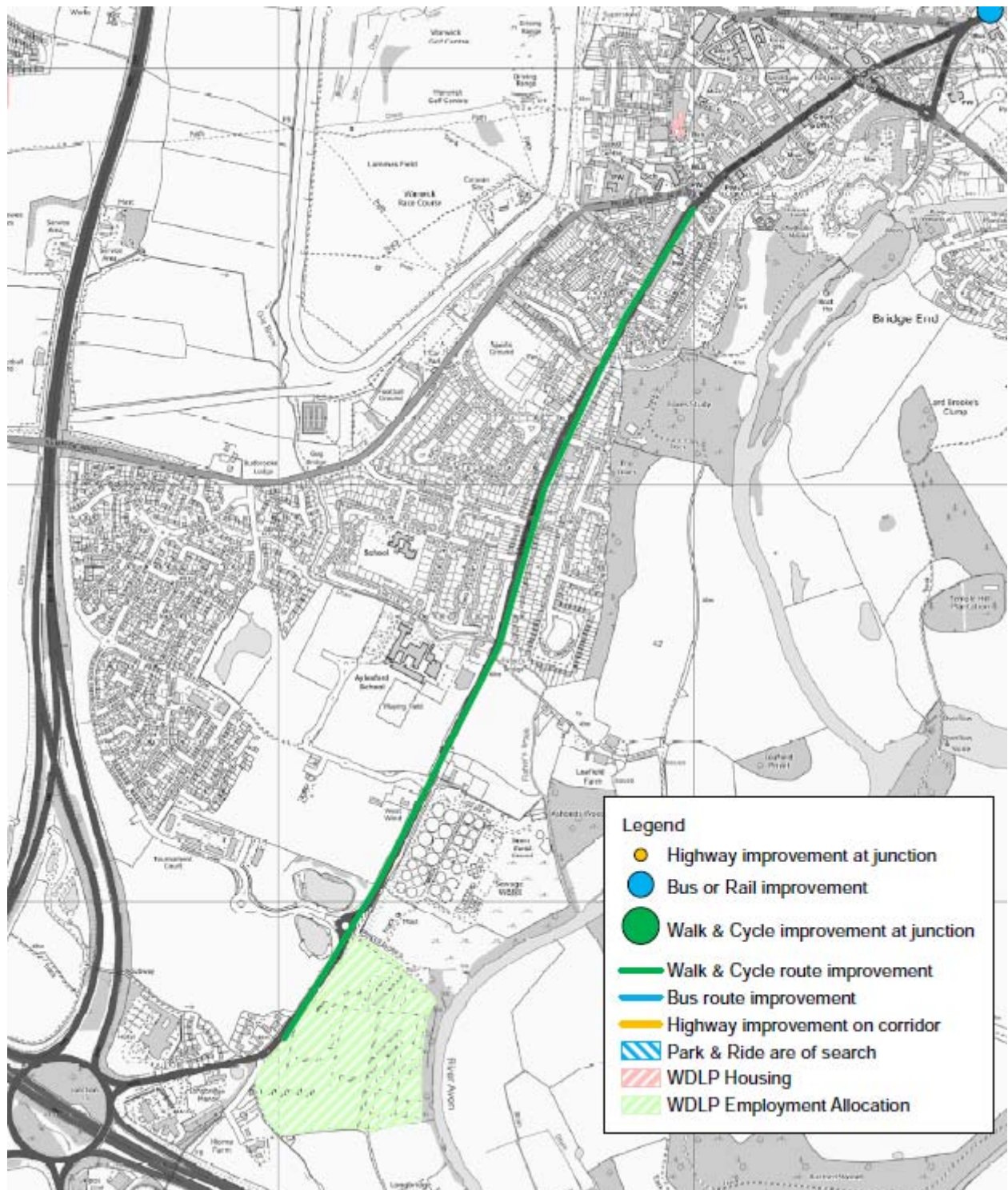
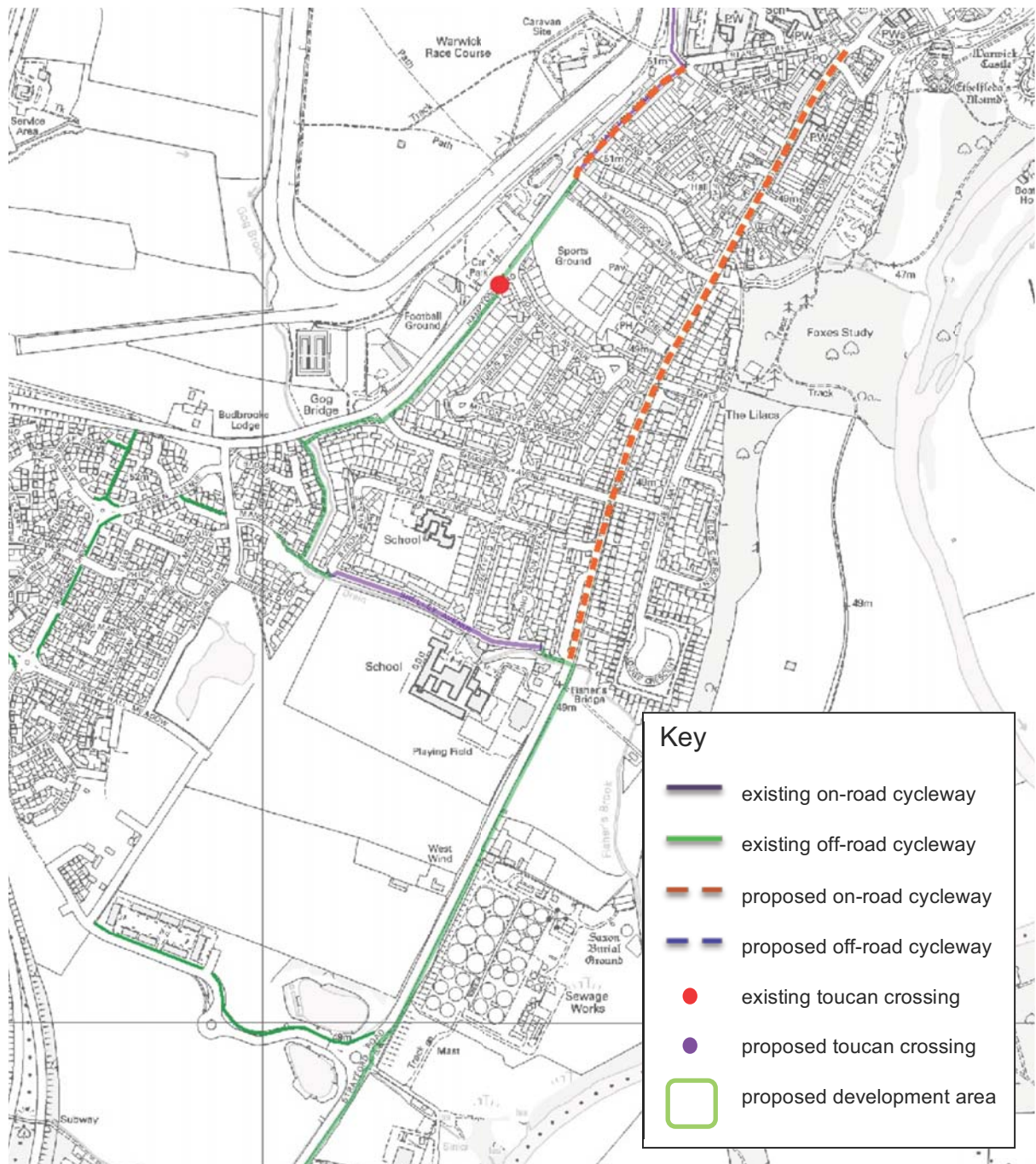


Figure 19. Cycle network (existing and proposed) for A429 Stratford Road, Warwick



10. Strategic corridor improvements

The A46 / M40 corridor to the west and south of the Warwick and Leamington urban areas provides a key route for people accessing the town from these areas. Recent improvements have included:

- Longbridge Island upgrade and grade separation of A46 at M40 at junction 15
- M40 Junction 14 and associated improvements on the A452 Europa Way, in order to improve safety and reduce congestion on the M40 between junctions 15 and 14

Further junction improvements along A46 / M40 corridor will ensure that the route continues to fulfil its role as part of the Strategic Road Network (SRN) as well as facilitating local access to the towns. The future upgrades will help to encourage access to the south of Leamington and Warwick to use this corridor rather than routing through the town centres.

Table 10. Strategic corridor improvements

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> 1. A46/Birmingham Road 'Stanks Island' – upgrade of 'Stanks Island' (and associated cycle/pedestrian improvements) 2. A46/A452 Thickthorn Roundabout - signalisation of four entry arms onto the junction. The carriageway either side of the bridges has been widened to 3 lanes with 2 lanes retained on the bridges. 3. M40 Capacity Enhancements 4. A452 Europa Way capacity enhancements – to encourage routing via M40 for access to destinations in south Leamington and Warwick 	N/A
Park & Ride / Bus priority	Behavioural change measures
N/A	N/A

11. Kenilworth improvements

There is a strong net outflow from Kenilworth for travel to work journeys to the neighbouring towns of Leamington Spa and Warwick and the West Midlands Metropolitan area, particularly Coventry and Solihull. These journeys are predominantly made by car, with 69% of travel to work journeys made by Single Occupancy Vehicles (Census 2011).

Improving the options to travel by sustainable modes for external trips is a key focus of future transport proposals. In recent years cycle links have been improved to Coventry via Warwick University. Further proposals include:

- K2L – providing a continuous cycle link between Kenilworth and Leamington (K2L) and provision of local onward connections in both towns
- opening of a rail station in Kenilworth in December 2016. This will provide a regular hourly direct rail service from Kenilworth to Leamington Spa and Coventry, with onward connections to Birmingham, London and the Thames Valley.
- a northern Park and Ride facility between the A46/A452 Thickthorn roundabout and the A452/B4113 Blackdown roundabout, providing regular bus services to Leamington Spa and the possibility of onward connections to the proposed southern Park and Ride.

Improvements will also be sought to improve sustainable links for internal movements within Kenilworth. This will include:

- Improved connections through the Thickthorn development site from Leamington Road to Glasshouse Lane
- Links from Thickthorn development site to Kenilworth School
- Links to Rocky Lane and potential onward connection to Stoneleigh Park
- Completion of NCN route through Kenilworth with provision of a cycle route through Abbey Fields

Table 11. Kenilworth improvements

Junction / highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> 1. A452 Thickthorn Roundabout – signalisation of four entry arms onto the junction. The carriageway either side of the bridges has been widened to 3 lanes with 2 lanes retained on the bridges 2. St Johns Gyratory, Kenilworth - signalisation of the four entry arms onto the junction. Additional engineering will be required to ensure that the existing development which is located in the centre of the gyratory can be accessed satisfactorily 	<ol style="list-style-type: none"> 1. K2L cycle route 2. Cycle link - Connection from Leamington Road to Glasshouse Lane via Thickthorn development site 3. Links from Thickthorn development site to Kenilworth school 4. Links to Rocky Lane and potential onward connection to Stoneleigh Park 5. Completion of NCN route through Kenilworth through Abbey Fields
Park & Ride / Bus priority / Rail	Behavioural change measures
<ol style="list-style-type: none"> 1. New rail station at Kenilworth with direct services between Kenilworth and Leamington Spa 	<p>In order to reinforce the investment in public transport, walking and cycling described in this table, the County Council would expect to see the parallel deployment of a range of behavioural measures (also known as Smarter Choices) as part of the growth proposals across the District and to address existing issues in relation to the demand for travel.</p> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> • Workplace Travel Plans (in respect of sites generating in excess of 100 jobs); • Sustainable Travel Packs for new residents; • Personalised travel planning; • Travel awareness campaigns; • Public transport information and marketing; • Car clubs; • Car sharing schemes; and • Teleworking, teleconferencing and home shopping.

Figure 20. Overview of Transport Proposals for Kenilworth

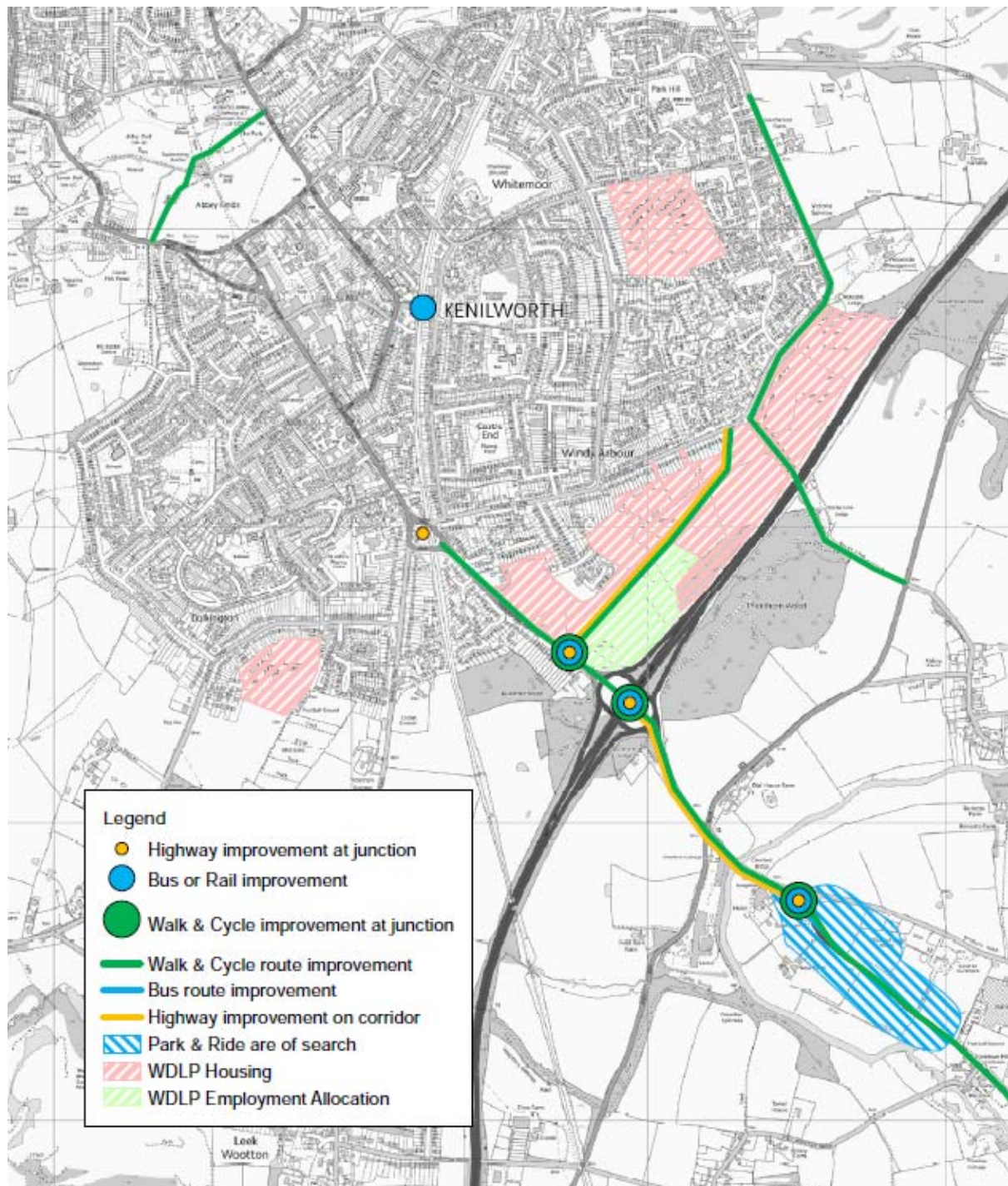


Figure 21. Cycle network (existing and proposed) for Kenilworth

