

# Draft Infrastructure Delivery Plan

June 2016

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## 1. Introduction

### Purpose and Background

- 1.1. This Infrastructure Delivery Plan (IDP) sets out the Infrastructure requirements to support the proposals in the Draft Local Plan through until 2029. It has been prepared in consultation with infrastructure providers to ensure that the plan not only provides new homes and employment, but that developments are properly supported by high quality infrastructure which allows these new places to function as thriving communities and locations for successful businesses.
- 1.2. The IDP is a 'living document' which will evolve as more information becomes available through detailed planning applications, funding discussions and infrastructure costs re-profiling. The IDP should be read in conjunction with the Local Plan policies, which sets out a positive approach to supporting development across the District.
- 1.3. This edition of the IDP builds upon the work first published in December 2015, and includes the following updates:
  - A greater spatial analysis of transport infrastructure, better linking highways, public transport, cycling and pedestrian infrastructure requirements to key development areas;
  - A refinement of cost profiles and financial details, and
  - New content clarifying the position with regards to s.106 contributions and potential Community Infrastructure Levy (CIL) projects.

The latest update of the IDP (June 2016), introduces a further refresh of infrastructure requirements that are associated with additional housing numbers /

sites identified by the Council for inclusion in the Local Plan. The identification of the additional development is essential to enable the Local Plan examination to resume to a successful conclusion. The additional housing numbers will provide certainty for meeting Warwick District's agreed proportion of the unmet need of Coventry City Council and also enhance supply in Warwick District which was previously envisaged to come forward from windfall sources.

It should be noted that new infrastructure identified as a consequence of the revised development strategy (including the addition of the Asps and Gallows Hill sites) have been itemised / quantified, however the overall infrastructure package/ financial totals will be further identified as additional data becomes available and other S106 data becomes available. These will be refreshed accurately throughout the document before the intended forthcoming re-submission of the Plan to the Inspector.

Officers will keep pressure on infrastructure providers to ensure that a full (and accurate position) will be available for the Local Plan examination in the autumn of 2016. This is particularly relevant for education and GP services as the definitive strategy for secondary schools and GP facilities requires confirmation.

- 1.4 CIL information has been drawn from this document to produce an accompanying Draft Regulation 123 List. The Regulation 123 list sets out the infrastructure that the Council intends to be funded through CIL.
- 1.5 Over recent months, a number of major planning applications have been approved which are in line with the Council's Submission Draft Local Plan (and further modifications). These have involved, through Section 106 agreements, substantial contributions to the infrastructure set out in the Delivery Schedule below. Therefore this update to the IDP also deals with the reality of major live project delivery and implementation issues. We are now moving from project planning to the early stages of project implementation.

### **Key Elements of the IDP**

- 1.6 The table in section 5 of this Infrastructure Delivery Plan showing the Delivery Schedule sets out a number of the most important elements relating to infrastructure requirements, costs and funding. However the full delivery schedule is a more complex spreadsheet showing phasing, organisational involvement and more details of costs and funding. This more complete information will be published on the Council's website. It includes a number of key elements that have been established as follows:
  - 1.6.1 Infrastructure Requirements: the infrastructure requirements have been established through an examination of demographic and household growth trends and their impact on specific infrastructure. This has provided an understanding of the extent to which current capacity needs to be increased. Once that has been understood, the most appropriate way of delivering the increased capacity has been established.
  - 1.6.2 Phased Infrastructure Delivery: Consideration has been given as to when different types of infrastructure are required across the plan period. It is informed by the examination of housing growth and the delivery schedules associated with major growth projects.

- 1.6.3 Cost profiling: the IDP involves the continual updating and reassessing of infrastructure cost profiles as projects often move through a process from outline costs to fine-tuned detailed project costs and then actual tendered values for project implementation.
- 1.6.4 Project Funding: it is recognised that infrastructure projects can potentially consists of a rich variety of funding streams. Work is progressing on clarifying potential funding partners and the possible scale of contributions, which varies from project to project. It is important that whatever public and other funding and resources are available for new infrastructure that this is planned and delivered in a co-ordinated and efficient manner. The IDP will be instrumental in helping to achieve more co-ordination between public agencies and thereby drive greater efficiencies in delivering infrastructure.
- 1.6.5 Providing Transparency: the IDP establishes the basic framework for the Regulation 123 List which sets out what the Council intends to fund in whole or part through CIL payments. In doing so this also provides a degree of clarification about the future modified content of s.106 agreements. It should be noted that all infrastructure not included within the Council's published Regulation 123 list can only be funded via s.106 agreements (which are subject to rigorous statutory tests) and other sources of funding.
- 1.7 As the IDP continues to develop, the Council is collecting and building a considerable database of detailed costs calculations, infrastructure modelling data, and development forecasting material. It is not always in a readable or understandable format. However, as the IDP continues to develop it is intended to publish (subject to confidential financial information restrictions) further information on this data as technical appendices to future revisions of this document.

## **2. Plan Making, Economic Viability and Funding**

### **Making Deliverable Plans**

- 2.1 It is clear that the National Planning Policy Framework (NPPF) places significant emphasis upon Local Plans meeting the objectively assessed needs for their area, and are deliverable and realistic. Work by the cross-industry Local Housing Delivery Group <sup>(1)</sup> suggest that there are at least nine variables to consider as part of the economic viability of a local plan, which Warwick District Council considers underpin an effective IDP.
- 2.2 Figure 1 summarises the key economic viability considerations. In addition to policy, stakeholder, community and infrastructure provider aspirations, there are clear economic viability matters linked to better understanding the costs and availability of land, finance, development costs and developer's return on investment. These types of considerations sit behind the work on the IDP and are also to be found in the Council's commissioned work on CIL viability testing <sup>(2)</sup>. They also highlight the complexity of issues involved in considering the viability and delivery of the Local Plan. The IDP is part of this complex picture and is essentially an evolving live project plan which seeks to balance a clear approach to infrastructure delivery with an understanding of the economics of development.

References:

Ref (1) 'Viability Testing Local Plans: Advice for planning practitioners' Local Housing Delivery Group Chaired by Sir John Harman, June 2012

Ref (2) 'Community Infrastructure Levy – Viability Assessment – Update Addendum Report' BNP Paribas Real Estate, November 2014 and 'Community Infrastructure Study: Final Report' BNP Paribas Real Estate, June 2013.

Figure 1: Economic Viability



(Figure adapted from 'Viability Testing Local Plans: Advice for planning practitioners' Local Housing Delivery Group Chaired by Sir John Harman, June 2012)

### **The Right Infrastructure at the Right Time**

- 2.3 In the past it has sometimes proved difficult to deliver the infrastructure at the time it is needed. With this in mind the Council is currently exploring different delivery models which increase the prospect of the public sector having access to the resources to enable greater control over the timing of delivery.
- 2.4 The Council has also employed a Site Delivery Officer who has responsibility for ensuring developer contributions are paid and for liaising with infrastructure providers to ensure these contributions are used to deliver priorities in a timely manner.

### **Infrastructure Funding**

- 2.6 Not all the infrastructure projects listed in the IDP will be fully funded through developer obligations associated with new development. If this was the case, it would seriously put at risk the viability of the plan. While some infrastructure projects will be funded 100% from current / forecast contributions and allocated resources, other types of infrastructure may require a complex mix of funding streams. In the infrastructure schedules to the IDP, some initial work has been undertaken on:

- splitting funds between s.106 and CIL (this will help inform the CIL 123 Regulation List setting out what projects the Council intends to seek CIL funding to deliver);
- setting out some headline information about potential funding partners, and estimating some funding income headlines.

This information should clearly not be read as commitments by potential funding partners to make contributions and work in this area will continue evolve as infrastructure projects are worked up.

2.7 The sources of funding described in the Delivery Schedule will continue to evolve. Some of the sources indicated, such as the 'Single Local Growth Fund' are the subject of funding bids and are still to be analysed. Other funding sources are potential sources, but further work is required to establish whether this potential can be fulfilled. The table detailed below sets out a broad framework to potential infrastructure funding opportunities. It is not an exhaustive list of funding opportunities, but further information on this aspect of the IDP will be developed as part of programmed updates to the plan.

Table 1: Funding Opportunities

<b>Public Sector Innovation</b>	<b>Central Government and Public Bodies</b>
<p><b>Tax Increment Funding (TIF) -</b> TIF involves re-investing a proportion of future business rates from an area back into infrastructure and related development.</p>	<p><b>New Homes Bonus -</b> The Government has committed to providing a 'bonus' for new homes by match funding the additional council tax raised for new homes and empty properties brought back into use, for a period of six years.</p>
<p><b>Multi-use public buildings and cross public sector working</b> – practical examples could involve multi-purpose buildings say delivering council contact services, healthcare and social care services.</p>	<p><b>Single Local Growth Fund -</b> new 'single pot' of funding that the Local Enterprise Partnership (LEP) areas can effectively bid into on a competitive basis with other LEPs for economic priorities.</p>
<p><b>Core Public Sector Funding</b> – reshaping existing resources and budgets with public sector partners to deliver shared outcomes.</p>	<p><b>Green Investment Bank -</b> created by the UK Government, (and the sole Shareholder), to back green projects on commercial terms and mobilise other private sector capital.</p>
<p><b>Supplementary business rates</b> – local authorities can place a supplement on the business rate and to retain the proceeds for investment in the economic development of an area.</p>	<p><b>DfT funding through Local Transport Plan-</b> DfT provides funding to local transport authorities in England to help them develop their local transport services and improve and maintain their infrastructure.</p>
<p><b>Prudential borrowing</b> - A local authority can utilise powers under the Prudential Code to borrow to finance the infrastructure or development needs of a particular site.</p>	<p><b>Local Sustainable Transport Fund -</b> local transport authorities can bid for funds to bring forward packages of sustainable travel measures.</p>
<p><b>Joint ventures and public/ private delivery vehicles</b> – partnership approaches to delivering infrastructure, services and projects</p>	<p><b>Sport England</b> - provides services and funding to sport in England.</p>
	<p><b>Arts Council England</b> - supports a range of activities across the arts, museums and</p>

	<p>libraries</p> <p><b>Infrastructure Partners and Government Departments</b> – Highways England, Environment Agency, DEFRA, Education Funding Agency.</p>
<p><b>Grant Funding and Charities</b></p> <p><b>Big Lottery Fund</b> - money goes to community groups and projects that improve health, education and the environment.</p> <p><b>Heritage Lottery Fund</b> - supports projects across the UK aimed at helping people explore, enjoy and protect the heritage they care about.</p> <p><b>Charitable Organisations and Grant Funders</b> – examples include Sustrans, various trusts and foundations.</p>	<p><b>Private Finance</b></p> <p><b>Crowdfunding</b> – generally internet funded projects where money is raised by contributions from a large number of people.</p> <p><b>Private donations</b> – including those sourced through fundraising campaigns.</p>

### 3 Infrastructure Delivery

#### Responsibility for Delivery

- 3.1 The responsibility for delivering infrastructure lies first and foremost with the infrastructure providers. These organisations need to adapt their provision to support a growing population. However, the approach is inevitably a complex one requiring input from a range of organisations, including the District Council (in providing housing and population growth data, in agreeing section 106 contributions, providing CIL monies etc.). This requires a careful partnership and project management approach involving providers, funders and developers. To support this, the Council will be developing a clear and transparent process for ensuring developer contributions (whether through Section 106 or CIL) reach the infrastructure providers and for holding the infrastructure providers to account for timely and effective delivery. As the Local Plan moves from the preparation phase to the delivery phase, so will the resources to ensure effective delivery.

#### Timely Delivery

- 3.2 It is important that the Council and its partners in infrastructure delivery, work together to increase the prospect that infrastructure will be provided in advance of,

or alongside, new housing rather than in the years following the occupancy of new housing. This is important to enable new communities to become established and integrated quickly and to ensure that the impacts of growth on the District's existing communities are minimised.

**3.3** However, accessing sufficient funding in a timely way to deliver early infrastructure provision remains a significant challenge and there are significant elements of the planning and public finance systems which make this hard to do.

### **3.4 Progress to date**

3.5 During the period 2013 - 2015, the Council has approved over 3,950 dwellings on sites proposed for allocation within the Publication Draft Local Plan. The vast majority of these have been in the areas to the south of Warwick and Leamington. Each of the applications have been accompanied by agreements to contribute significantly to infrastructure costs and in this way the implementation of the IDP is already in progress. For example, some of the contributions agreed include:

- Tach Brook Country Park: over £2 m plus the majority of the land required
- Education: over £38 million
- GP Surgeries: over £2.5 million
- Transport (including buses): £17.7 million
- Hospital: over £5.8 million
- Indoor sports: over £3.m

### **Spatial Focus**

3.6 The proposed allocations within the Publication Draft are focused across a number of different parts of the District. In preparing the Delivery Schedule, careful consideration has been given to the cumulative requirements of development across sites which are clustered within a particular area. This has enabled contributions to be focused on mitigating impacts within each area. Examples of this include:

- Transport: Studies have been undertaken to specifically explore the cumulative impacts on the transport system that the development sites in the area to the south of Warwick and Leamington will have. This has enabled contributions to be made towards the Europa Way corridor, the Banbury Road Corridor, the motorway and some town centre schemes, as well as sustainable modes of transport and bus provision.
- A further study has looked at the cross boundary impacts of major development proposals intended in Stratford District. This work has apportioned some of the cost of improvements needed to the network in Warwick District to those developments in Stratford. Given the recent addition of allocations to the Local Plan south of Coventry similar discussions with Coventry City Council and Infrastructure providers for that area will also be necessary.
- Education: a coordinated approach to the provision of education across the area to the south of Warwick and Leamington has been established including expansion to two secondary schools and provision of up to four new primary schools as well as the expansion of existing schools. This has formed the basis of education contributions from development across that area.



- Education: a coordinated approach to education in Kenilworth is being developed, including a new primary school, possible expansion of an existing primary school and extended secondary school and 6<sup>th</sup> Form provision.
- GP Services: NHS England has considered the impact of each development sites on GP services. This has given rise to a set of proposals to expand a number of targeted practices, at the same time as providing a new medical centre to the south of Warwick and Leamington. This work is currently being re-assessed by the CCG given that they are now the organisation that is responsible for GP services.

3.7 A spatial approach is particularly important for transport to show how different development sites and different modes of transport can be integrated in to a coordinated package for key transport corridors. This corridor approach is set out in Appendix A to the IDP. Like other aspects of the IDP, this is also work in progress, but it does show how different modes of transport can be coordinated to maximise the effectiveness of the whole the system and within specific areas. This will form the basis for further work on detailed design and delivery of transport schemes in the coming months and years.

3.8 It is intended that the County Council will provide further data and to enable the addition of a further 'corridor' in the highways appendix(A) that will embrace the necessary highway related matters emerging as a consequence of the additional development allocations south of Coventry.

### **Types of Infrastructure**

3.9 Physical Infrastructure: Physical infrastructure describes the hard pieces of infrastructure that are needed for many activities that enable communities to function such as roads, pipes, wires and telecommunications infrastructure.

3.9.1 Transport makes up the most significant element of this in terms of costs. Transport infrastructure is predominantly delivered by Warwickshire County Council although other providers also have a role to play such as the Highways Agency, Network Rail, the District Council (in providing parking), Stagecoach and Sustrans. The County Council have played a leading role in researching and planning this element of the IDP and will continue to play a lead role in implementation.

3.9.2 A number of organisations (such as Severn Trent Water and National Grid) are involved with the provision of utilities. Much of this involves the on-site provision of pipes and wires, although investment is also required to in the wider network capacity.

3.9.3 Waste Disposal Infrastructure is provided by Warwickshire County Council and its partners, including investment in the local Household Waste and Recycling facility

- 3.10 Social Infrastructure: Social Infrastructure describes the infrastructure required to enable communities to establish and thrive. It covers a range of infrastructure that enriches our lives such as schools, libraries, community centres and sports facilities. It also covers infrastructure that enables us to live our lives safely such as emergency services.
- 3.10.1 Education forms the most significant element of social infrastructure in terms of cost. Warwickshire County Council has responsibility for ensuring sufficient educational places are available to meet the needs of the growing population. However, they are dependent on a range of providers, most notably an increasing number of Academy Schools for the actual delivery of services. The emerging Free School agenda could also impact on service delivery and involves close liaison between Warwickshire County Council and the Department for Education. The provision of education therefore requires a partnership approach between the County Council and the providers.
- 3.10.2 The structures to support the effective planning and provision of health infrastructure are complex. For hospital services, the predominant provider within the District is South Warwickshire Foundation Trust, which, amongst other things manages Warwick and Stratford Hospitals. They have developed an investment plan across the two hospitals to enable the growing population to be supported. GP Services are provided by a wide range of local practices. However, the planning for GP Services is now led by the Clinical Commissioning Group (CCG). Previously this work was the responsibility of NHS England (property services). Given this change in responsibility we are currently asking the CCG if they would like to take the opportunity to revise / refresh the data that has previously been submitted. It is hoped that we will have the definitive position on primary healthcare requirements shortly.
- 3.10.3 Indoor Sports is provided by the District Council, though often in partnership with other organisations such as schools. The District Council has undertaken some research in to the future needs of the area and the investment requirements of existing facilities. Based on this the Council has developed an Indoor Sports Strategy which forms the basis for this element of the IDP.
- 3.10.4 Libraries are provided by Warwickshire County Council and the contributions set out in the IDP reflect the need for investment in stock and equipment to support the growing population. Other cultural services are provided by range providers, including the District Council, the County Council and the voluntary sector. Only in Kenilworth are improved cultural facilities proposed.
- 3.10.5 Emergency Services are provided by Warwickshire County Council (fire), the Ambulance Service and Warwickshire Police. Only the Police service has indicated in detail a need for investment to support the growing population in the form of neighbourhood offices, improved custody facilities and equipment. However, we are aware that the Ambulance Trust is keen to work with Developers regarding the provision of Defibrillator's.

3.10.6 The provision of community centres works best where there is input from the community. At this stage therefore work has been undertaken to set aside land for community facilities, but until new communities become established, no work will be undertaken regarding the planning and structure of these facilities.

3.11 Green Infrastructure: Green Infrastructure describes the open spaces and natural environment that are needed to provide areas for biodiversity, recreation and quiet enjoyment. This includes country parks, urban parks, and playing pitches.

3.11.1 Country Parks can be provided by a range of organisations, depending on their role and format. The IDP proposes a new Country Park to the south of Warwick which the District Council is leading on.

3.11.2 Most urban parks and open spaces are managed by the District Council. For new developments, it is a requirement that open space is provided on site by the developers. These are then handed over to the District Council for ongoing management. In addition to these local open spaces, the District includes a number of significant parks – termed “District and Destination Parks” (such as Abbey Fields, St Nicholas Park and Jephson Gardens). Population growth places additional pressure on these parks, and so investment in these is included within the IDP

3.11.3 Playing Pitches are important for health and wellbeing. The District Council is the main providers of playing pitches, although a significant proportion are run directly by sports clubs. Sport England provide advice on the quantum of facilities needed and based on this the District Council has developed a Playing Pitches Strategy that will inform future iterations of the IDP.

## 4 The Delivery Schedule

4.1 The table set out in section 5 below is a part of the Delivery Schedule. The full delivery schedule is a large and complex spreadsheet that will be kept up to date as working document. This schedule will evolve overtime for a variety of reasons:

- As new Section 106 agreements are signed, the funding elements will be updated
- As new evidence of need emerges (such as updated demographic data) the requirements and costs will be updated
- As infrastructure schemes are refined and costs become more detailed, the costs will be revised
- As local priorities change, the timing and grading of schemes may be revised
- As time moves on and schemes are delivered, so new schemes required for the period towards the end of the Plan Period will come more in to focus.

### **Requirements for later in the Plan Period**

4.2 It is important, to demonstrate the deliverability of the Local Plan, that the infrastructure requirements for the first 5 years can be funded and preferably the requirement for the 5 years beyond that as well. Although some of the schemes and

their costs need to be further refined and some of the alternative funding sources can only be assumptions at this stage, the IDP provides reasonable evidence that the Local Plan proposals can be supported by the provision of the infrastructure required up until 2025.

**4.3** Beyond 2025, there are significant uncertainties about requirements costs and funding sources. For the period beyond 2025 things could change such as opportunities for alternative sources of funding; updated costs; the potential to review the CIL schedule if viability changes and, of course, the likelihood that the Local Plan will be reviewed before that date. In this context, although it is important to have an understanding of longer term infrastructure requirements, it is not possible or appropriate to pin down exact requirements, costs and funding sources for the whole plan period at this stage

## **.Appendix 1 – Other Issues/ Strategies related to the IDP**

### Multi Modal Transport Considerations

1. Pedestrians and cyclists. The District Council is aware of the WCC draft Cycleway Strategy that is currently emerging and will be keen to use this to guide the strategic improvements that it will prioritise for the cycling network across the District. The IDP currently picks –up many of the cycle route and pedestrian / footpath requirements through the Corridor approach (appendix A), examples of this are in the Europa Way corridor and the Kenilworth to Leamington corridor.
2. Bus Infrastructure (General), previous iterations of the IDP set out a requirement for monies to be utilised for bus services and infrastructure. Much of this finance was however 'double counting' as the detailed schemes for the corridors took account of bus infrastructure and service provision.
3. Park and ride at Asps – the previous version of the IDP set out a requirement for funding to provide a park and ride south of Warwick and Leamington. A facility is now intended to be provided by the developers at the Asps south of Warwick/ Leamington and the details a 500 space facility. The implementation / on – management programme for this is contained in an agreement that has been overseen/ agreed with Warwickshire County Council. It should be noted that a further park and ride facility is anticipated north of Leamington Spa. This is itemised in the Kenilworth to Warwick Corridor and a revised corridor plan will reflect the area of search for this facility which is now set –out in the modifications to the Local Plan.
4. Rail Infrastructure. This is an important element (particularly for Kenilworth) where there is a fully funded DfT programme for the implementation of a new railway station. This involves the delivery of a £11m project (NUCKLE 2) that the County Council are overseeing.

### Other Issues

5. Utilities. The Council will be keen to ensure that the providers of gas, electricity and water and telecommunications (mains) services are kept abreast of the progress of the Plan and its delivery. It is anticipated that a dialogue with these providers will be ongoing throughout the plan period. Indications are that they will be able to cater for or plan arrangements in order to accommodate the additional housing and employment growth set –out in the plan.
6. Primary Healthcare. The Council continues to liaise with the CCG regarding the production of a definitive strategy for healthcare services in Warwick District. The Council has recently been informed that the CCG has completed a detailed audit of its current services and areas that will need further assistance as a consequence of new population growth. The Council is committed to working in

partnership with the CCG in order that this baseline analysis can be worked-up into a detailed schedule of requirements and a strategy that will inform the IDP going forwards. It is intended that this detailed information on necessary requirements and funding will be taken into account over the summer and available for the Local Plan examination.

## 5 Schedule of schemes, costs and sources of funding

Infrastructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding		Update/Amendments Since September 2015	
				CIL	s.106	s.278		Other Committed Funding	Other Potential Funding		
<b>PHYSICAL INFRASTRUCTURE</b>											
<b>Transport: Sustainable Travel Infrastructure (Non Corridor specific)</b>											
T1	Smarter Choices	Implementation of a range of behavioural measures such as workplace travel plans, sustainable transport packages for new residents, travel awareness campaigns, public transport information, car clubs and car sharing and teleworking, home working and home shopping.	1	£1,000,000		£1,000,000		£1,000,000			*Travel pack monies agreed in S106 from Southern sites is £350,000 thus far.
<b>Transport Infrastructure: A452 Europa Way Corridor</b>											
T2	Refer to appendix A that itemises the infrastructure components that are required for this corridor.	Major carriageway and junction improvements (including pedestrian and cycleway provision / connectivity).	1	£37,000,000 (excludes park and ride facility)		£17,500,000		£17,500,000 identified thus far from Section 106 Agreements		£3,000,000 potentially from strategic development proposals in Stratford District £14,000,000 SEP £9,000,000 S278	*Note- all factors within this Corridor to be subject to a WCC SEP bid for finance. In general some £17.5million has been agreed via S106 Agreements to date for highways improvements- this can be utilised for carriageway / cycling measures as deemed necessary. Balance anticipated from SEP, S278

	Infrastructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding		Update/Amendments Since September 2015
					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
	<b>Transport Infrastructure: A452 Leamington to Kenilworth Corridor</b>										
T3	Refer to appendix A that itemises the infrastructure components that are required for this corridor.	Includes carriageway and junction improvements as well as the provision of a park and ride facility and cycle route enhancements K2L  Includes the cost of dualling the A452		£17,900,000	£6,000,000			£6,000,000		Highways England , RIS2 and future potential from S278	Will be highlighted through Highways England Road Investment Strategy 2 and subject in part to inclusion for finance through the Highways England Expressway Concept for the A46 through the RIS2 process
		North Leamington Park and ride		£1,500,000						developer funded	
	<b>Transport Infrastructure: Warwick-Leamington-Lillington (via Emscote Road)</b>										
T4	Refer to appendix A that itemises the infrastructure components that are required for this corridor.	Includes carriageway improvements and junction improvements		£1,800,000	£1,000,000			£1,000,000		Emscote road works, Princes drive junction likely to be recipients of SEP bid finance	
	<b>Transport Infrastructure: Leamington South (including Tachbrook Road)</b>										
T5	Refer to appendix A that itemises the infrastructure components that are required for this corridor.	Includes carriageway improvements and junction improvements		£1,500,000	£1,500,000			£1,500,000		£120,000 from strategic development proposals in Stratford District	*Note- all items within this Locality to be subject to a WCC SEP bid for finance.
	<b>Transport Infrastructure: Warwick Town Centre to Heathcote via Gallows Hill</b>										
T6	Refer to appendix A that itemises the infrastructure components that	Includes carriageway improvements and junction improvements Specific road improvements – (two lanes to both Banbury Road and		£5,200,000		£5,200,000		£5,200,000		£180,000 from strategic development in Stratford District	



	Infrastructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding		Update/Amendments Since September 2015
					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
	are required for this corridor.	Gallows Hill).									
	<b>Transport Infrastructure: Warwick Town Centre to Leamington (via Myton Road)</b>										
T7	Refer to appendix A that itemises the infrastructure components that are required for this corridor.									Details in Europa Way and Warwick Town Centre to Heathcote via Gallows Hill corridors	
	<b>Transport Infrastructure: A429 Coventry Road, Warwick</b>										
T8	Refer to appendix A that itemises the infrastructure components that are required for this corridor.	. Includes carriageway improvements and junction improvements.		£1,140,000	£1,140,000			£1,140,000			
	<b>Transport Infrastructure: A425 Birmingham Road, Warwick</b>										
T9	A46/A425/A4177 Birmingham Road 'Stanks Island'		1	£6,000,000	-	£300,000	-	-	£3,500,000 from SEP £2,600,000 from WCC Corporate Growth Fund		
	<b>Transport Infrastructure: A429 Stratford Road, Warwick</b>										
T10	Refer to appendix A that itemises the infrastructure components that										

	Infrastructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding		Update/Amendments Since September 2015
					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
	are required for this corridor.										
	<b>Transport Infrastructure: Strategic corridor improvements</b>										
T11	M40 Motorway Traffic Management and A46 Expressway Upgrade to improve linkages with M5 and M6	Provision of Smart Motorways between J14 and J15 of the M40	-	n/a					S106 contributions from strategic development in Stratford District	The Local Plan evidence base highlights that WDC Local Plan growth is not the trigger for major improvements to the strategic motorway network. These capacity concerns will have to be addressed before the end of the Plan period. The precise identification and costing of any improvements is yet to be determined and there is potential for any scheme(s) to be predominantly financed / delivered by HE/ DfT	
	<b>Transport Infrastructure: Kenilworth Improvements</b>										
T12	Refer to appendix A that itemises the infrastructure components that are required for this corridor.			£1,000,000	£500,000	£500,000		£1,000,000			
T13											
	<b>Transport Infrastructure: Sub-regional Employment Site</b>										
T14	Transport Infrastructure Associated with Sub-regional employment site	The recently approved planning application at Whitely South incorporates the delivery of the infrastructure set out below. <ul style="list-style-type: none"> <li>• New junction on A45 between Festival and Toll Bar islands including bridge over A45 to link</li> </ul>								It should be noted that the South of Whitely application does not cover the total that is allocated in the Local Plan for employment purposes and further requirements (and consequently additional contributions may be sought / forthcoming).	

	Infrastructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding		Update/Amendments Since September 2015
					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
		<p>site with Jaguar Whitley Business Park (Coventry)</p> <ul style="list-style-type: none"> <li>• New access road within the site to link the two zones (east of Baginton and south of Middlemarch Business Park).</li> <li>• New roads within the Jaguar Whitley Business Park (Coventry)</li> <li>• Improvements to capacity of Festival island (Coventry) and the A46/Stoneleigh Road junction</li> <li>• Enhancement to Stivichall bypass/London Road bypass junction</li> <li>• New roundabout at junction of Bubbenhall and Stoneleigh Roads.</li> <li>• New bus route with high quality infrastructure and frequent services between Coventry City Centre and site.</li> <li>• Extensive improvements to off-site footpaths and cycleway links.</li> <li>• Measures to restrict traffic from the site entering/exiting along Rowley Road/Bubbenhall Road.</li> </ul>								<p>Details of the financial arrangements for this area are emerging and will be available before the Local Plan EIP. It is anticipated that many of the large scale infrastructure requirements will be funded from a Growth Bid submitted by JLR.</p> <p>A further package of funding directly attributable to the Whitley South planning application will also be available subject to the successful grant of the consent (currently being considered by the Secretary of State).</p> <p>)</p>	
T15	<b>Transport Infrastructure: South of Coventry Area</b>										<p>Warwickshire County Council will be developing a proposals for this locality.</p> <p>It is anticipated that this work will be completed over the summer of 2016 (in advance of the Local Plan EIP).</p>
	Details to be added to the transport appendix by WCC	<p>A46/ Stoneleigh Road and Dalehouse Lane roundabout - Implementation of a scheme which utilises the existing bridge for the southern section of a new grade separated priority roundabout.</p> <p>Larger access junctions to the Kings Hill site via more significant junction arrangements.</p> <p>Widening to two lanes for majority</p>	1	£20,000,000					£20,000,000 potential from Growth Deal 1 monies is likely to be targeted to this major junction improvement		

Infrastructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding		Update/Amendments Since September 2015
				CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
	of Stoneleigh Rd eastbound between Kings Hill Lane and Dalehouse Lane.									
<b>Transport Infrastructure Total</b>			<b>£94,040,000</b>	<b>£10,140,000</b>	<b>£24,500,000</b>		<b>£34,340,000</b>	<b>£6,100,000</b>	<b>£46,300,000</b>	*Total transport finance from S106 thus far £17,500,000 – includes footpaths, highways / cycleways, travel packs and public buses.
	<b>Telecommunications</b>									Refer to appendix 1
	<b>Utilities: Electric and Gas</b>									Refer to appendix 1
	<b>Utilities: Water and Sewage</b>									Refer to Appendix 1
	<b>Utilities: Waste</b>									
W1	Household Waste and Recycling	Redesign of existing household recycling facilities to accommodate population increase.	2	£575,000	£460,000		£460,000	£115,000		
	<b>Waste: Sub Total</b>			<b>£575,000</b>	<b>£460,000</b>	<b>£0</b>	<b>£460,000</b>	<b>£115,000</b>		
<b>SOCIAL INFRASTRUCTURE</b>										
	<b>Education: Primary Schools</b>							£39,000,000		*Note: Education contributions from S106 currently stand at £39,000,000 This is to be utilised for all types of school requirement.
E1a	New Primary Schools	Heathcote Primary School (1 x 2 form)	1	£3,500,000			£3,500,000	£3,500,000	Forward funded by WCC in advance of S106 receipts – school to be a free school	*Land secured through S106 – WCC implementation strategy underway. School to be opened Sept' 2017 Planning application submitted to WCC.

	Infrastructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding		Update/Amendments Since September 2015
					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
									academy run by the Community Academies Trust.		
E1b	New Primary Schools	Grove Farm Primary School (1 x 1 form)	1	£2,800,000		£2,800,000		£2,800,000		Expect this to be provided as part of the Free School initiative. Probable forward funding by the Education Funding Agency.	*Land secured / identified through S106  To be funded through S106 Note – Gallows Hill contribution of £1,694,000 to this primary school
E1c	New Primary Schools	Myton / West of Europa Way (1 x 2 form)	1	£3,850,000		£3,850,000		£3,850.000		Expect this to be provided as part of the Free School initiative. Probable forward funding by the Education Funding Agency. Assumed existing S106 contributions will cover this	*Location to be adjacent Myton School details being developed through master planning arrangements
E1d	New Primary Schools	Whitnash East / South Sydenham (1x 1 form)	1							Will be funded as a free	Likely location of a free school if required.

	Infrastructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding		Update/Amendments Since September 2015
					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
										school if required	
E1e	New Primary Schools	<p>Thickthorn school (1x1 form) - located either on Thickthorn allocation or alternative option at Glasshouse Lane (Southcrest Farm).</p> <p>The increased number of dwellings associated with further allocations in the Kenilworth area may also create the need to consider the possibility of delivering a new all through primary / secondary facility at Southcrest Farm. The expansion of an existing primary school in the Kenilworth area may also be given consideration.</p>	1	£2,775,000		£2,775,000		£2,775,000		<p>Expect this to be provided as part of the Free School initiative. Probable forward funding by the Education Funding Agency.</p> <p>Expansion of existing schools will need to be funded through Developer contributions</p>	<p>*Details being developed through developer negotiations</p> <p>Negotiations between current school operators and Warwickshire County Council Education remain to be finalised/ concluded (at May 2016)</p>
E1f	New primary Schools	<p>Kings Hill Allocation - (based on 2000 dwellings) 1x 2 form entries.</p> <p>Note: needs to have possible expansion capability to 3 form entry)</p>									<p>Details of requirements still being developed a co-ordinated approach with Coventry CC may yet identify a requirement for two schools (to be either centrally funded or by developer contributions) to cater for long term growth (beyond 2000 dwellings) Awaiting confirmation of agreed strategy (May 2016)</p>

	Infrastructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding		Update/Amendments Since September 2015
					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
E1g	Primary School places	North of Milverton									Delivery of 250 homes will not support the provision of a new school but will require the provision of additional school places somewhere within North Leamington. Planning will need to take account of the likely future total site size.
E1h	New Primary Schools (Asps)	Asps' obligation reserves land for a primary school, one form entry plus pre-school; 1.1 acres and primary school funding package.		£2,900,000		£2,900,000		£2,900,000		Any additional costs to be funded by the EFA.	Paid for by the Asps development S106
E2a	Expansion of existing schools (Whitnash)	Whitnash Primary School – 0.5 form entry additional capacity	1	£1,000,000		£1,000,000		£1,000,000			
E2b	Expansion of existing schools (Kenilworth)	A primary school in Kenilworth – 0.5 form entry additional capacity	1	£1,000,000		£1,000,000		£1,000,000			See above for Southcrest/overlapping section
E2c	Expansion of existing school (Barford)	Development of additional capacity at Barford Primary School	1	£500,000		£480,000		£480,000	£20,000		*Delivered in 2015 by funding provided by WCC. – Monies to be recovered from S106 contributions in due course.
	Expansion of existing school (Budbrooke)	Budbrooke to be expanded from 1.5 form entry to 2 form entry to cater for additional demand in respect of new allocations in the vicinity(Hampton Magna / Hatton Park)		£1,000,000		£1,000,000		£1,000,000			To be funded from section 106 monies
E3	Village schools	No additional requirement. The provision of additional capacity as set out in E1, E2 and E3, combined with displacing children out of priority area means that the									The need to maintain the viability of village schools is vital. Development in excess of Local Plan numbers will mean that it is no longer possible for WCC to provide

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					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
		proposals for new development in villages can be met at the following schools: <ul style="list-style-type: none"> <li>• Bishops Tachbrook</li> <li>• Cubbington</li> <li>• Budbrooke</li> <li>• Lapworth</li> <li>• Radford Semele</li> <li>• Burton Green</li> <li>• All Saint's Leek Wootton</li> </ul>								local school places. Developers will be asked to contribute towards the cost of school places elsewhere as well as a contribution towards home to school transport costs.	
	<b>Primary Schools - Sub Total</b>			<b>£19,325,000</b>		<b>£19,305,000</b>		<b>£19,305,000</b>	<b>£20,000</b>		
	<b>Education: Secondary Schools</b>										
	South of Warwick Sites (Overview)										Warwickshire County Council currently giving consideration to a strategy that may involve the following:- Expansion of capacity by additional building works at Champion School. In addition consideration is being given to the development of new provision (Possibly a Government funded free school) in the vicinity of the Myton campus / southern sites locality.(May2016). If necessary the expansion of Myton School will also be considered.  It is noted that The Trinity School is keen to be involved in discussions around a secondary school solution for the District.
E4	South of Warwick:	Partially rebuilt Myton School on area of land which	1	To be quantified							*Additional Land secured through S106. Note Myton



	Infrastructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding		Update/Amendments Since September 2015
					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
	Southern Sites	overlaps with existing school site.									<p>expansion project (if required) to be funded by Section 106</p> <p>Note: Asps contribution is now relevant to this matter:- £3,100,000 contribution towards the cost of expanding existing secondary schools , Further £650,000 towards post 16 educational requirements.</p> <p>Note Gallows Hill to contribute £1,900,000 towards secondary school accommodation at or adjacent to Myton School. (Both of the above are included in the 'global' total of £39,000,000) detailed at the head of this section of the IDP.</p>
E5	Whitnash East	Expansion of Campion School	1	£8,150,000		£8,150,000		£8,150,000			
E6	Kenilworth	There is an aspiration for Kenilworth School to relocate both of the existing school sites on to one new site at Southcrest farm. Potential to co-locate primary school on this site The expanding number of dwellings associated with further allocations in the Kenilworth further creates the need to consider the possibility of delivering a new ' all through' primary / secondary facility at Southcrest Farm.	1	£38,200,000		£9,600,000		£9,600,000		Note: - A significant contribution may come from existing school site land sales.	*Scheme being investigated – Development of an all through (11-18) Kenilworth School in place of the current split site Kenilworth School should not solely be funded by Developer contributions as the scheme is not the result of increased pupil numbers. The development of secondary provision in Kenilworth is part of a wider strategy that will encompass the Kings Hill allocation. The final solution will require

	Infrastructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding		Update/Amendments Since September 2015
					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
											extensive discussions with Coventry City Council and is yet to be determined (May 2016).
E7	Kings Hill Allocation	As site proceeds to 4000 dwelling capacity (beyond plan period /2000 threshold) land should be reserved to cover the possibility of a new 'all-through' primary / secondary school and Special Educational needs facilities.		To be quantified							It is likely that a new secondary school will be required at Kings Hill. The format and pupil number requirements are yet to be determined (May 2016). This will ultimately form part of the overall educational strategy for South Coventry and Kenilworth. A new secondary school at Kings Hill is likely to be procured / delivered as a free school.
E8	North of Milverton / Blackdown / Stoneleigh Road allocations	Expansion of existing school provision, possibly North Leamington and / or The Trinity School		To be quantified							
E9	Other Sites	Accommodated in existing / expanded schools, this will require additional consideration regarding existing schools in relation to the Westwood Heath Allocation- capacity of schools in Coventry will be a particular consideration.	2	To be quantified	£2,500,000			£2,500,000			
	<b>Secondary Schools Sub Total</b>			<b>£46,350,000</b>	<b>£2,500,000</b>	<b>£17,750,000</b>		<b>£20,250,000</b>			
	<b>Education(other) : 0-5 Provision</b>										
E10	District-wide facilities	Contribution to improvement and expansion of existing facilities – details to be confirmed	2	£1,170,000	£1,170,000			£1,170,000	Asps contribution 408,600	Asps - Preschool facility on site plus	It is the aspiration of WCC that all new primary schools will have nursery provision on site.

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				CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
									contribution of £408,600	This cannot be guaranteed however as the Free Schools agenda rolls out and WCC have less control.
	<b>Education: Special Educational Needs Provision</b>									
E11	District-wide facilities	Contribution to improvement and expansion of existing facilities – details to be confirmed	1	£1,340,000	£1,340,000			£1,340,000	Asps £168,300 towards SEN requirements	
	<b>School Transport</b>									
E12	Contribution to school transport			£1,870,000	£1,020,000	£850,000		£1,870,000		Requests in support of home to school transport costs will be made if excessive development takes place within villages and local school places cannot be provided e.g. Radford Semele
	<b>Education Other : Sub Total</b>			<b>£4,380,000</b>	<b>£3,530,000</b>	<b>£850,000</b>		<b>£4,380,000</b>	<b>£576,900</b>	
	<b>EDUCATION TOTAL</b>			<b>£70,055,000</b>	<b>£6,030,000</b>	<b>£37,905,000</b>		<b>£43,935,000</b>	<b>£596,900</b>	

Infrastructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding		Update/Amendments Since September 2015	
				CIL	s.106	s.278		Other Committed Funding	Other Potential Funding		
<b>Health: Acute and Community Health Services</b>		<p>The Health Trust proposes to meet infrastructure requirements through development projects, including new wards, inpatient facilities, outpatient clinic suites, associated diagnostic and intervention facilities and support service infrastructure at the Trust's hospital sites.            Note £977,000 to go to acute healthcare from the Asps            Gallows Hill will deliver £476,550 for acute healthcare provision            Note above figures are incorporated in the overall WDC S106 total</p>									
										*Total agreed S106 (thus far) for hospital provision - £5,800,000	
H1	Warwick Hospital	First ward block at the Warwick Hospital site – the main provider of acute hospital services.	1	£12,000,000		£4,000,000		£4,000,000	£4,000,000 SDC	£4,000,000 NHS	<p>*Delivered but forward funded – money recouped from WDC/SDC developer contributions.</p> <p>£6,000,000 overall available from S106 agreements in Warwick District thus far</p> <p>£977,000 to go to acute healthcare from the Asps</p> <p>Gallows Hill will deliver £476,550 for acute healthcare provision</p> <p>Note above figures are incorporated in the overall WDC S106 total</p>
H2	Warwick Hospital	Additional outpatient, diagnostic, treatment and in-patient facilities, including hubs for community health care teams at Warwick and	2	£12,000,000	£2,000,000	£2,000,000		£4,000,000	£4,000,000 SDC	£4,000,000 NHS	Section 106 costs from WDC/SDC

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				CIL	s.106	s.278		Other Committed Funding	Other Potential Funding		
	Stratford Hospitals - it is recognised that the first New Ward Block and Stratford Hospital projects will not fully meet the healthcare demand associated with the new population growth projections and we will require additional infrastructure to deliver future acute and community healthcare requirements on a sustainable basis										
H3	Stratford Hospital	A new hospital at our Stratford Hospital site including outpatient, diagnostic, treatment and inpatient facilities and a hub for community healthcare teams. (Target completion for Phase 1 by Autumn 2015).This is integral to enabling additional capacity at Warwick Hospital		£40,000,000	£8,500,000			£8,500,000	£8,500,000 SDC	£23,000,000 NHS	Development underway – anticipated completion 2017  S106 apportionment to be shared with Stratford District Council
	<b>Health – Hospital Sub Total</b>			<b>£64,000,000</b>	<b>£10,500,000</b>	<b>£6,000,000</b>		<b>£16,500,000</b>	<b>£16,500,000</b>	<b>£31,000,000</b>	
	<b>Health: GP Services</b>										*Total currently achieved through S106 £2,650,000 Note CCG currently being asked to 'refresh' list of requirements if necessary
H4	Warwick: Southern Sites	A new 5 GP medical centre to be provided land at Myton/ West of Europa Way	1	£2,900,000		£2,900,000		£2,900,000			*Site being identified through detailed through detailed planning negotiations.  Funds committed/ to be made available through S106 agreements.

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					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
H5	Warwick Gates medical centre	Expansion / additional works to improve existing medical centre		£115,000		£115,000		£115,000			Note £113,000 of S106 finance will fund these additional works to the existing surgery at Warwick Gates
H6	Kenilworth	Expanded medical facilities to meet the needs of additional development.	1	£140,000		£126,000		£126,000	£14,000		
H7	Whitnash / Sydenham / Radford Semele	Expansion of existing medical centre - potentially Croft Medical Centre	1	£95,000		£73,000		£73,000	£22,000		
H8	Lillington / Cubbington	Extension to Cubbington Road Surgery	1	£40,000		£40,000		£40,000			
H9	Urban Sites	Combining of existing practices		£400,000	£360,000			£360,000	£40,000		
											It should be noted that due to a change in responsibilities in the health sector the District Council is currently discussing a review of primary healthcare requirements with the CCG. Necessary requirements may involve a combination of initiatives involving collaborative working between groups of surgeries to provide more effective services to the public as well as new ways of delivering services including greater use of IT. This may be combined with necessary physical enhancements to existing GP surgeries (where necessary / possible). Confirmation of the CCG's

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					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
											preferred / precise strategy is envisaged before the Local Plan Examination.
	<b>Health - GP Sub Total</b>			<b>£3,690,000</b>	<b>£360,000</b>	<b>£3,254,000</b>		<b>£3,614,000</b>	<b>£76,000</b>		
	<b>HEALTH TOTAL</b>			<b>£67,690,000</b>	<b>£10,860,000</b>	<b>£9,254,000</b>		<b>£20,114,000</b>	<b>£16,576,000</b>	<b>£31,000,000</b>	
	<b>Indoor Sports Facilities: Sports Halls and Swimming Pools</b>										*£3,100,000 identified in Southern sites S106's
ISF 1	Improvements to sports hall and swimming pools	Refurbishment and expansion of swimming pools, sports halls and gym facilities in Kenilworth, Leamington and Warwick. This is required partly as a result of population growth: <ul style="list-style-type: none"> <li>• a deficit of 6.5 badminton courts in total</li> <li>• by 2022 swimming pools will be full. Therefore there is a need to modernise, increase the capacity of the swimming pools (plus 35sq m pool area) and improve the changing and circulation areas to improve the quality of the swimming pools.</li> </ul> Indoor fitness stations need enhancing / additional 61-138 stations)		£24,000,000 (Total)  Phase1 (Newbold Comyn and St Nicholas centres)- £12,000,000  Phase 2 - (Abbey Fields / Castle Farm) £12,000,000		£500,000			£2,000,000 Sport England  £9,500,000 WDC		
	<b>Indoor Sports: Sub Total</b>			<b>£24,000,000</b>	<b>£2,600,000</b>	<b>£2,600,000</b>		<b>£5,200,000</b>	<b>£11,500,000</b>		
	<b>Cultural Facilities: Library Services</b>										*£175,202 identified in Southern sites s106's
CU1	Contributions to Library Service	IT and stock purchases to support growth in population.	2	£155,000		£155,000		£155,000			Awaiting updated requirement as a consequence of Local Plan mods

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					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
	<b>Cultural Facilities: Arts and Culture</b>										
CU2	Kenilworth Public Service Centre and Community Theatre	Provide new public service centre along with a community theatre in line with the proposals consulted on for the Kenilworth Town Plan		£5,200,000	£4,200,000			£4,200,000		£1,000,000 assumed from sale of current Talisman theatre site	
	<b>CULTURAL FACILITIES TOTAL</b>			<b>£5,355,000</b>	<b>£4,200,000</b>	<b>£155,000</b>		<b>£4,355,000</b>		<b>£1,000,000</b>	
	<b>Emergency Services</b>									*£950,000 identified in Southern sites S106's for police infrastructure	
ES1	Police: Custody Suite	12 additional cells needed	2	£505,000	£505,000			£505,000			
ES 2a	Police: Safer Neighbourhood Team Police Office	Additional offices at Europa Way	1	£450,000		£450,000		£450,000			
ES 2b	Police: Safer Neighbourhood Team Police Office	Additional office at Lower Heathcote Farm		£450,000		£450,000		£450,000			
ES 2c	Police: Safer Neighbourhood Team Police Office	Additional office at Thickthorn		£450,000		£450,000		£450,000			
ES2 d	Police: Safer Neighbourhood Team Police Office at the Asps	Additional office at Asps plus £188,000 for fitting out etc to be delivered by developers (agreed in legal obligations)							Additional office at Asps plus fitting out met in Asps obligation.		
ES3	Other police equipment and costs	A range of other "CIL Compliant" costs including vehicles, communications	2	£500,000	£500,000			£500,000			



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					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
		technology and surveillance equipment, training, uniform and personal equipment									
ES4	Ambulance Service	The service has undertaken a recent premises review. They have no further premises requirements during the Plan Period	N/A	£0							The Ambulance Trust is keen to work with Developers to support the provision of defibrillators.
ES5	Leamington Fire Service Delivery Point	New facility to the south of Warwick/Leamington to provide a staffed facility to meet the changing demands of the Fire and Rescue Service.	1	£2,000,000				£0			*Note: assumed not to be funded by developer contributions
ES6	Kenilworth Fire Service Delivery Point	New facility in accessible location (potentially close to Thickthorn roundabout) to meet the changing demands of the Fire and Rescue Service..	1	£2,000,000				£0			*Note: assumed not to be funded by developer contributions
				<b>£6,355,000</b>	<b>£1,005,000</b>	<b>£1,350,000</b>		<b>£2,355,000</b>			
	<b>Community Facilities</b>										
CF1	Warwick: Southern Sites Community Centre	New Community Centre, including 1 year start-up costs	1	£1,210,000	£960,000			£960,000	£250,000		
CF1	South of Harbury Lane Community Centre	New Community Centre, including 1 year start-up costs	2	£1,210,000	£1,210,000			£1,210,000			
CF2	Kenilworth: Thickthorn Community Centre	New Community Centre, including 1 year start-up costs	1	£1,210,000		£1,210,000		£1,210,000			
	<b>Village Infrastructure</b>										

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					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
V1	Village Infrastructure	The proposed housing allocations for the growth villages will require (over and above any educational requirements) associated infrastructure investments. For example this could include facilities for teenagers; sport and recreation facilities; improved community halls; allotments; nursery provision; local road improvements etc.									
				£3,630,000	£2,170,000	£1,210,000		£3,380,000	£250,000		
<b>GREEN INFRASTRUCTURE</b>											
	<b>Country parks and Strategic Green Infrastructure</b>										
GI1	Tach Brook Country Park	62.5 hectare Country Park to north side of Tach Brook providing a separation and recreational space between Bishops Tachbrook and proposed new development to the south of Harbury Lane. Include pedestrian and cycle access, links to wider countryside, and ecological areas. Costs include maintenance and management for 13 years.	1	£2,300,000		£2,300,000		£2,300,000			*£2,046,720 identified in Southern sites S106's- the majority of the land required.  Plus land requirement  Negotiations regarding Severn Trent land underway.
GI2	Kenilworth / Crackley Country Park	Country Park to the north of Kenilworth. Mitigation for HS2 proposals. Potential to link with future any proposals for University of Warwick. Include	2	£2,800,000	£2,800,000			£2,800,000			Delivery of this may be subject to prioritisation of available CIL resources later in the plan period.

Infrastructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding		Update/Amendments Since September 2015
				CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
	pedestrian and cycle access, links to wider countryside, and ecological areas. Costs include maintenance and management for 13 years									
GI3	Arden Landscape Enhancement	Enhancements to Hay Wood, hedgerows, enhancement of historic parkland at Wroxall Abbey, improved access, new wetland and heathland habitats. Costs include maintenance and management for 13 years	2	£2,670,000	£2,670,000			£2,670,000		Delivery of this may be subject to prioritisation of available CIL resources later in the plan period
	Whitely South	Provision of a country park								
GI4	River Leam Tree Planting	New tree planting opportunities, enhancement of river environment, improved access. Will assist with flood alleviation. Costs include maintenance and management for 13 years	2	£4,630,000	£4,630,000			£4,630,000		Delivery of this may be subject to prioritisation of available CIL resources later in the plan period
GI5	Biodiversity Maintenance			To be quantified						Delivery of this may be subject to prioritisation of available CIL resources later in the plan period
	<b>Green Infrastructure Total</b>			<b>£12,400,000</b>	<b>£10,100,000</b>	<b>£2,300,000</b>		<b>£12,400,000</b>		
	<b>Open Spaces</b>	A fuller assessment of the financial implications / requirements for open spaces will be forthcoming (June/July 2016) and will also embrace the additional housing / consequence of the modifications to the Local Plan. The PPM (preventative plan maintenance) study will inform a review/ refresh of the financial implications for open spaces.								

	Infrastructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding		Update/Amendments Since September 2015
					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
GI6	Improvements to Destination and District scale parks	Improvements to the District parks which have a key strategic role in the provision of open space in the District. This includes footpath improvements	1	£3,170,000	£3,170,000			£3,170,000			*£730,994 set out in Southern sites S106's thus far
GI7	Neighbourhood and Local Green Spaces	Provision of new open space, play areas, allotments and other local green infrastructure (and enhancements of existing) in line with the Green Space Supplementary Planning Guidance. To be specified in planning applications	1	£2,000,000		£2,000,000		£2,000,000			*Being specified in planning applications - £140,000 for play equipment in Southern sites S106'S thus far
GI8	Open Space Maintenance	Maintenance agreements to cover costs for 13 years.	1								*Normally calculated at point the open space is adopted using formula x 13 years
GI9	Footpath connections	Enhance links in to countryside from new developments and beyond. To be specified in planning applications		£150,000	£83,000	£67,000		£150,000			Public rights of way enhancement at the Asps
	<b>OPEN SPACES TOTAL</b>			<b>£5,320,000</b>	<b>£3,253,000</b>	<b>£2,067,000</b>		<b>£5,320,000</b>			
	<b>Playing Pitches</b>		<p>It is intended that reviews of the Sports Pitches Strategy will take place throughout the Local Plan period (involving representatives of the National Governing Bodies of the main sports). This will review and refresh this data set. A review is intended/ programmed in advance of the Local Plan Examination.</p>								<p>*£408,000 set out in Southern sites S106's for outdoor sports facilities thus far</p> <p>Asps:- 3 new sports pitches to be provided on site</p> <p>£25,650 to come from Gallows Hill for outdoor playing facilities pitches (resurfacing St Nicholas Park artificial pitch).</p>

	Infrastructure Type / Project	Project Detail	Scheme Grading	Total Cost New Estimate	Estimate of Funding Type			Total CIL / s.106 / s.278	Estimate of Other Funding		Update/Amendments Since September 2015
					CIL	s.106	s.278		Other Committed Funding	Other Potential Funding	
GI 10	Football Pitches	Requirement for 5 additional full size pitches and 4 mini pitches across the District		£1,590,000	£1,200,000	£390,000		£1,590,000			
GI 11	Cricket Pitches	Expansion of club infrastructure to increase adult cricket by 5 teams and 9 additional junior teams		£725,000	£650,000	£75,000		£725,000			
GI 12	Rugby Pitches	Expansion of club infrastructure to accommodate additional adult team, 3 additional junior teams and 3 additional midi team		£870,000	£750,000	£120,000		£870,000			
GI 13	Hockey Pitches	Additional demand for hockey by 5 teams, which could be accommodated on existing stock. However, the stock of artificial grass pitches will need renewing during the plan period.		£600,000	£540,000	£60,000		£600,000			
	<b>Playing Pitches Sub Total</b>			<b>£3,785,000</b>	<b>£3,140,000</b>	<b>£645,000</b>		<b>£3,785,000</b>			
<b>Monitoring Fees</b>											
M1	S106 and CIL Monitoring	Resource to manage and monitor Section.106 and CIL for 10 years		£750,000		£750,000		£750,000			*£261,000 in Southern sites S106's thus far
	<b>Monitoring - Sub Heading</b>			<b>£750,000</b>		<b>£750,000</b>		<b>£750,000</b>			
	<b>TOTAL</b>			<b>£293,955,000</b>	<b>£53,958,000</b>	<b>£82,736,000</b>		<b>£136,694,000</b>	<b>£35,137,900</b>	<b>£78,300,000</b>	



**Appendix A: Transport Corridor Strategies**

## 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**

<b>Junction / highway modifications</b>	<b>Walking and Cycle improvements</b>
<ol style="list-style-type: none"> <li>1. <b>Europa Way from the M40 J14 to Europa Way / Myton Road roundabout</b> – dualling (with scope to introduce dedicated bus lanes and investigation of use for High Occupancy Vehicle lanes)</li> <li>2. <b>A452 Greys Mallory Roundabout</b> – signalisation</li> <li>3. <b>A452 Heathcote Roundabout</b> - additional widening of approaches and signalisation of at least four of the five entry arms</li> <li>4. <b>A452 Shires Retail Park Roundabout</b> – 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)</li> <li>5. <b>A452 Europa Way/Myton Road Roundabout</b> - signalised junction with all entry approaches widened (includes queue detector loops for buses)</li> </ol>	<ol style="list-style-type: none"> <li>1. <b>Segregated cycle route along Europa Way</b> 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).</li> <li>2. <b>An internal and external network of pedestrian and cycle routes</b> from the south Leamington development sites. External links to the following will be required: <ul style="list-style-type: none"> <li>• The schools on Myton Road;</li> <li>• Warwick Town Centre;</li> <li>• Warwick Technology Park;</li> <li>• The employment areas to the east of Europa Way (Tachbrook Business Park, Queensway Trading Estate and Heathcote Industrial Estate);</li> <li>• Shires Retail Park;</li> <li>• Ford Foundry site (Morrisons);</li> <li>• Leamington Spa Town Centre;</li> <li>• Leamington Spa Rail Station; and</li> <li>• Warwick Gates and Whitnash.</li> </ul> <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> </li> </ol>
<b>Park &amp; Ride / Bus priority</b>	<b>Behavioural change measures</b>
<ol style="list-style-type: none"> <li>1. <b>Southern Park &amp; Ride</b> facility in the vicinity of A452 Heathcote roundabout serving Leamington Spa and Warwick</li> <li>2. <b>Bus priority measures</b> to support the proposed southern Park and Ride facility towards Leamington Spa: <ul style="list-style-type: none"> <li>• Bus lane on Europa Way dualled section from junction with Harbury Lane to Shires Retail Park Roundabout;</li> <li>• Bus loop detectors at the exit of the Park and Ride site onto Europa Way;</li> <li>• Bus lane northbound along the Europa Way as far as the junction of Gallows Hill/Heathcote Lane;</li> <li>• Bus priority along Gallows Hill at the junction of the Myton Gardens development site distributor road (to facilitate right and straight on bus movements);</li> <li>• 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;</li> <li>• 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;</li> <li>• Bus detector loops on each approach to the main access to the Ford Foundry development (Morrisons);</li> <li>• Queue detector loops on all approaches to the proposed Old Warwick Road/ Lower Avenue/Spencer Street/Bath Street gyratory system; and</li> <li>• Bus detector loops on the approaches to all three main junctions on the Parade (Regent Street, Warwick Street and Clarendon Avenue)</li> </ul> </li> </ol>	<ol style="list-style-type: none"> <li>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.</li> </ol> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> <li>• Workplace Travel Plans (in respect of sites generating in excess of 100 jobs);</li> <li>• Sustainable Travel Packs for new residents;</li> <li>• Personalised travel planning;</li> <li>• Travel awareness campaigns;</li> <li>• Public transport information and marketing;</li> <li>• Car clubs;</li> <li>• Car sharing schemes; and</li> <li>• Teleworking, teleconferencing and home shopping.</li> </ul>

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

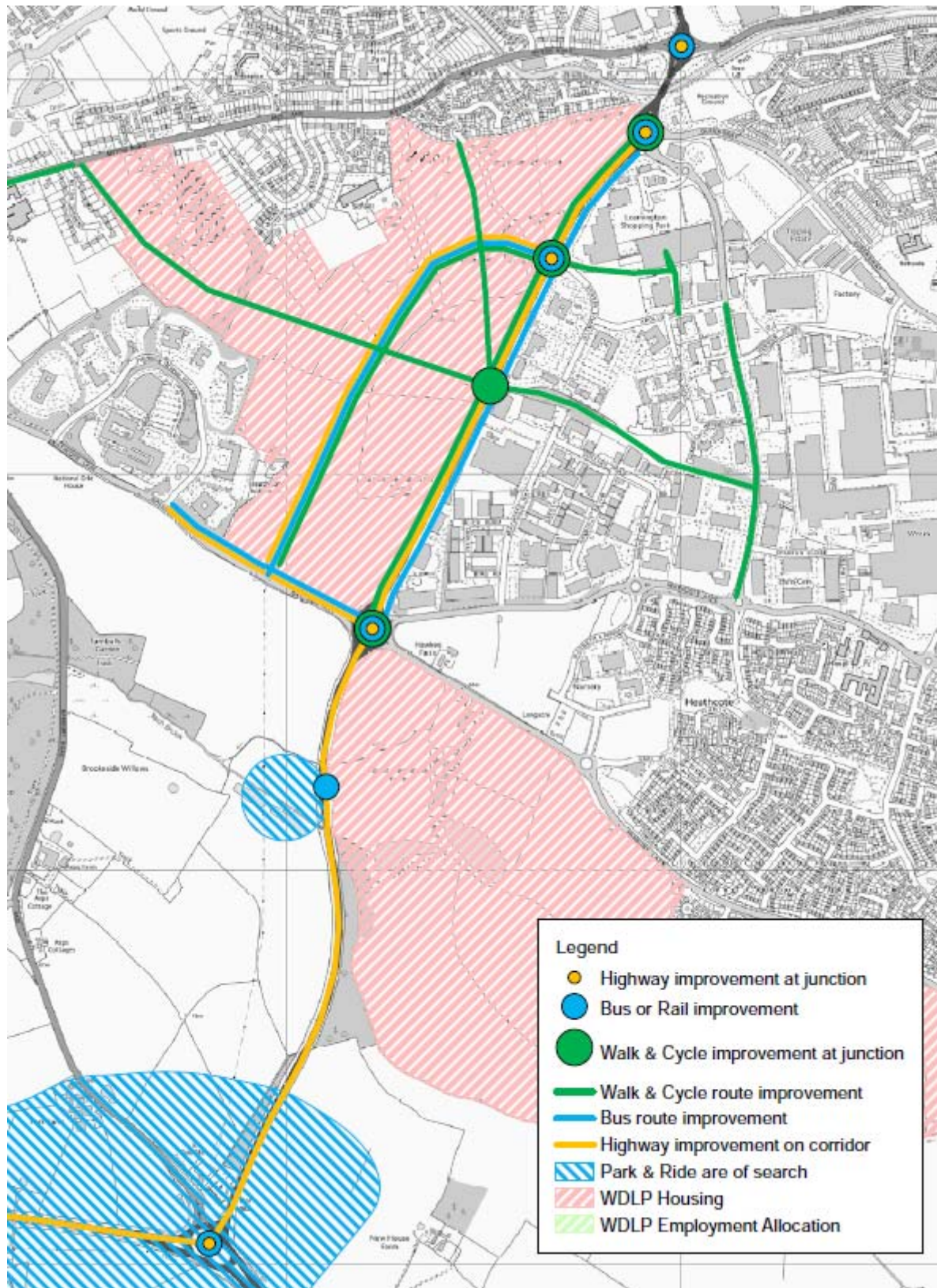


Figure 2a. Southern Park and Ride proposed route

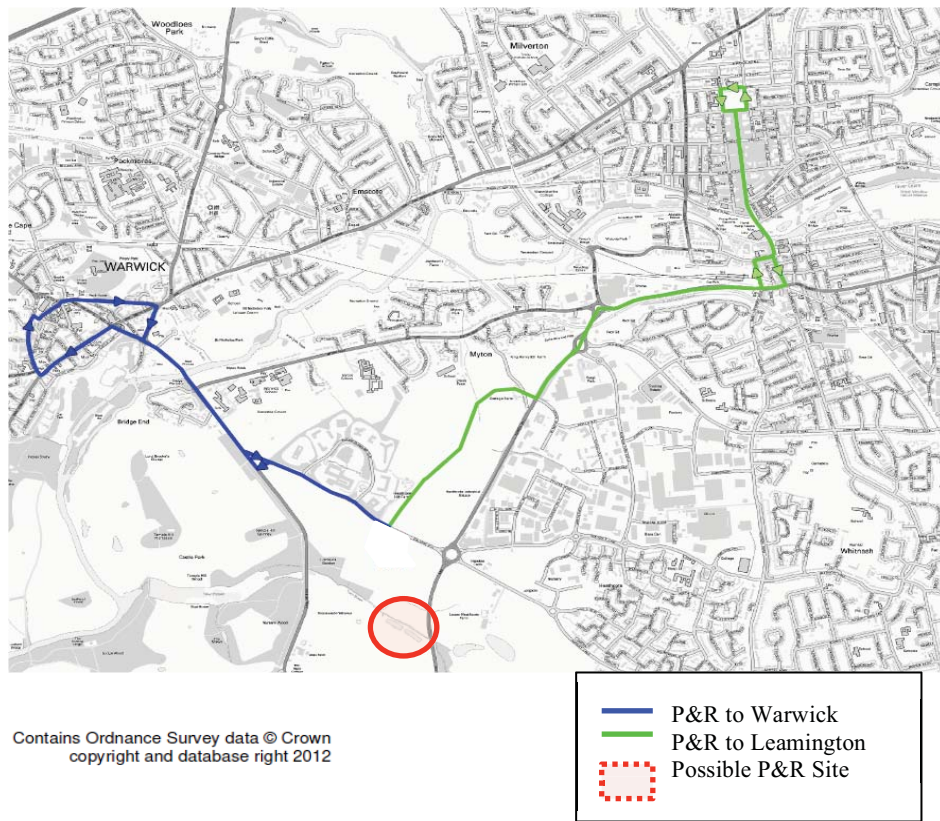
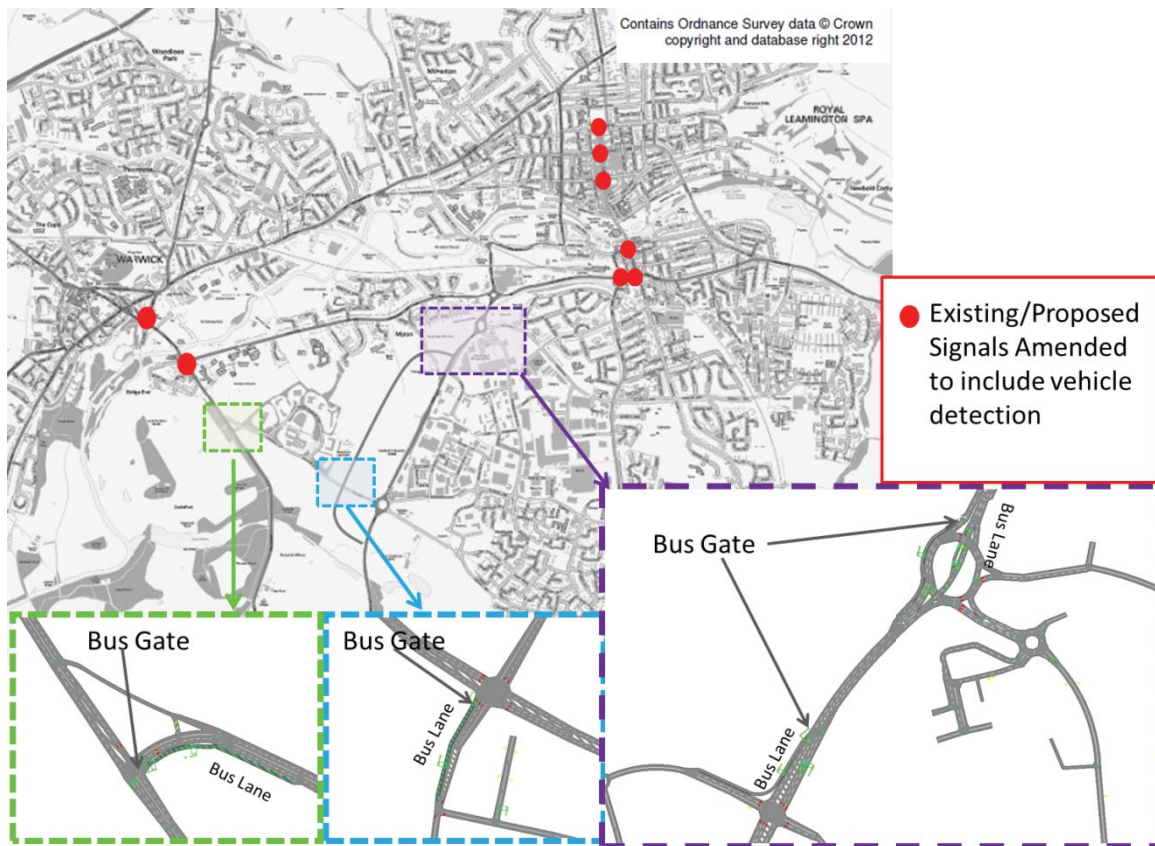
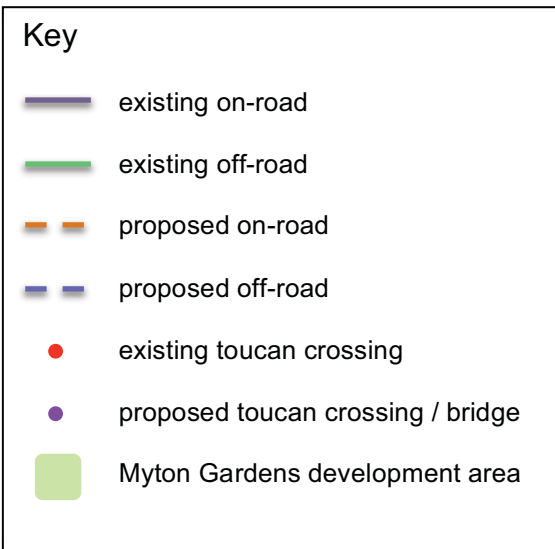
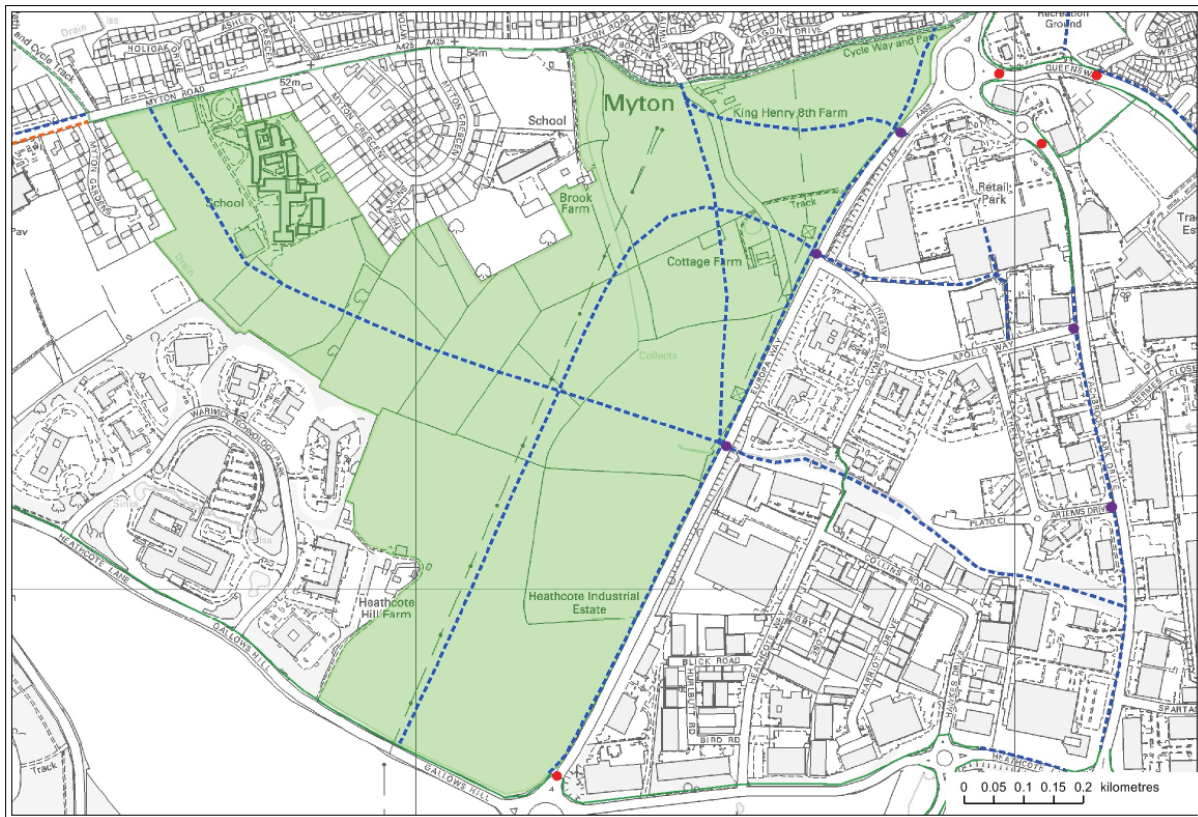


Figure 2b. Park and Ride Proposed Network Interventions



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



## 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"> <li>1. <b>A452 Blackdown Roundabout</b> - four arm signalised cross-roads.</li> <li>2. <b>A452 Bericote Roundabout</b> - 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).</li> <li>3. <b>A452 Thickthorn Roundabout</b> – 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.</li> <li>4. <b>St Johns Gyrotory, Kenilworth</b> - 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 gyrotory can be accessed satisfactorily.</li> </ol>	<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"> <li>1. <b>A452 Blackdown Roundabout</b> - Provision of Toucan crossing over B4113</li> <li>2. <b>A452 Bericote Roundabout</b> - Provision of Toucan crossing over Bericote Road to contribute towards development of proposed A452 Kenilworth to Leamington Spa cycle route</li> <li>3. <b>A452 Thickthorn Roundabout</b> - Provision of Toucan crossings over slip roads</li> <li>4. <b>St Johns Gyrotory, Kenilworth</b> – cycle facilities incorporated into this scheme</li> </ol>
Park & Ride / Bus priority / Rail	Behavioural change measures
<ol style="list-style-type: none"> <li>1. Park &amp; 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.</li> <li>2. New rail station at Kenilworth with direct services between Kenilworth and Leamington Spa.</li> </ol>	<ol style="list-style-type: none"> <li>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.</li> </ol> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> <li>• Workplace Travel Plans (in respect of sites generating in excess of 100 jobs);</li> <li>• Sustainable Travel Packs for new residents;</li> <li>• Personalised travel planning;</li> <li>• Travel awareness campaigns;</li> <li>• Public transport information and marketing;</li> <li>• Car clubs;</li> <li>• Car sharing schemes; and</li> <li>• Teleworking, teleconferencing and home shopping.</li> </ul>

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

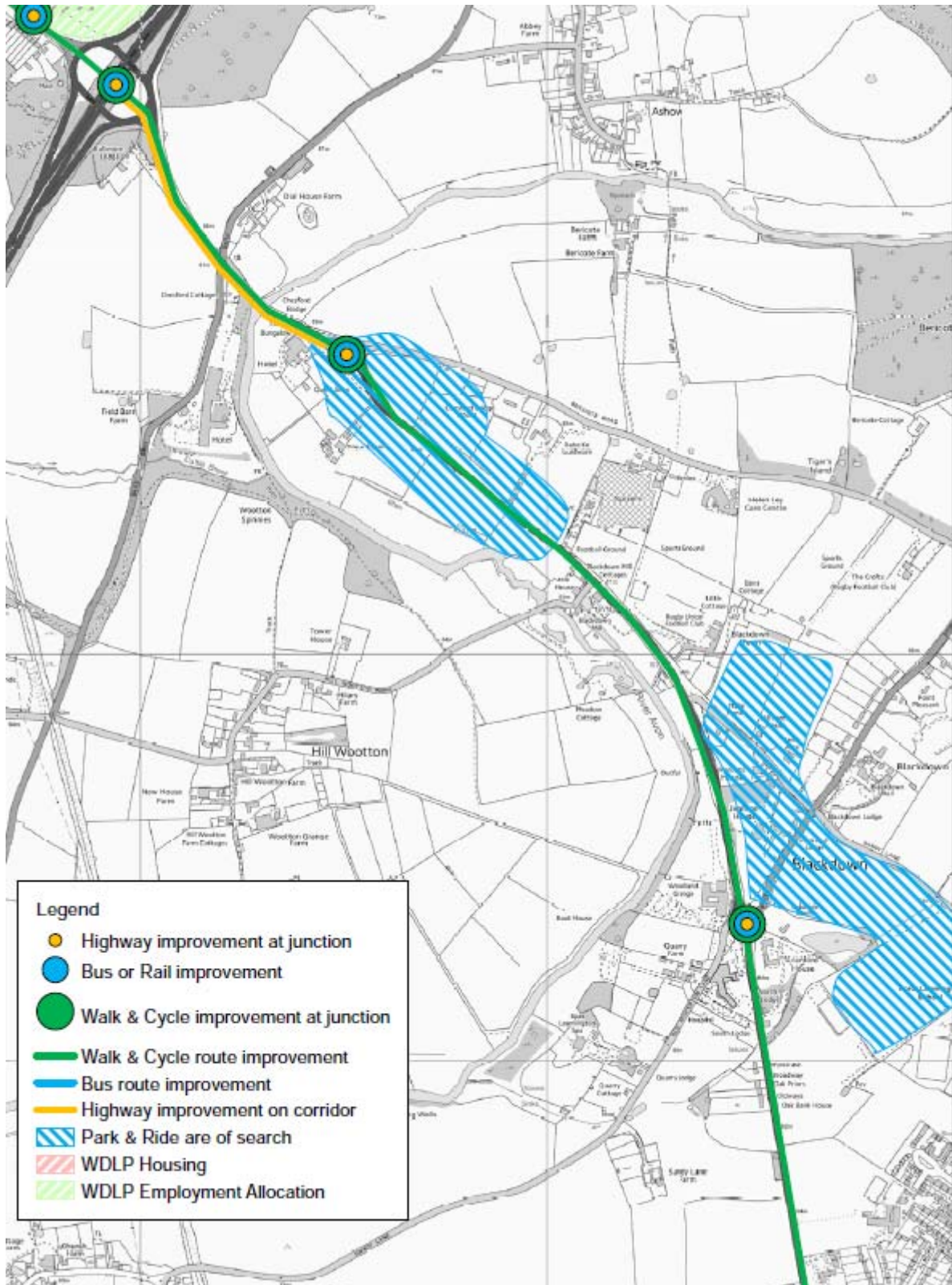
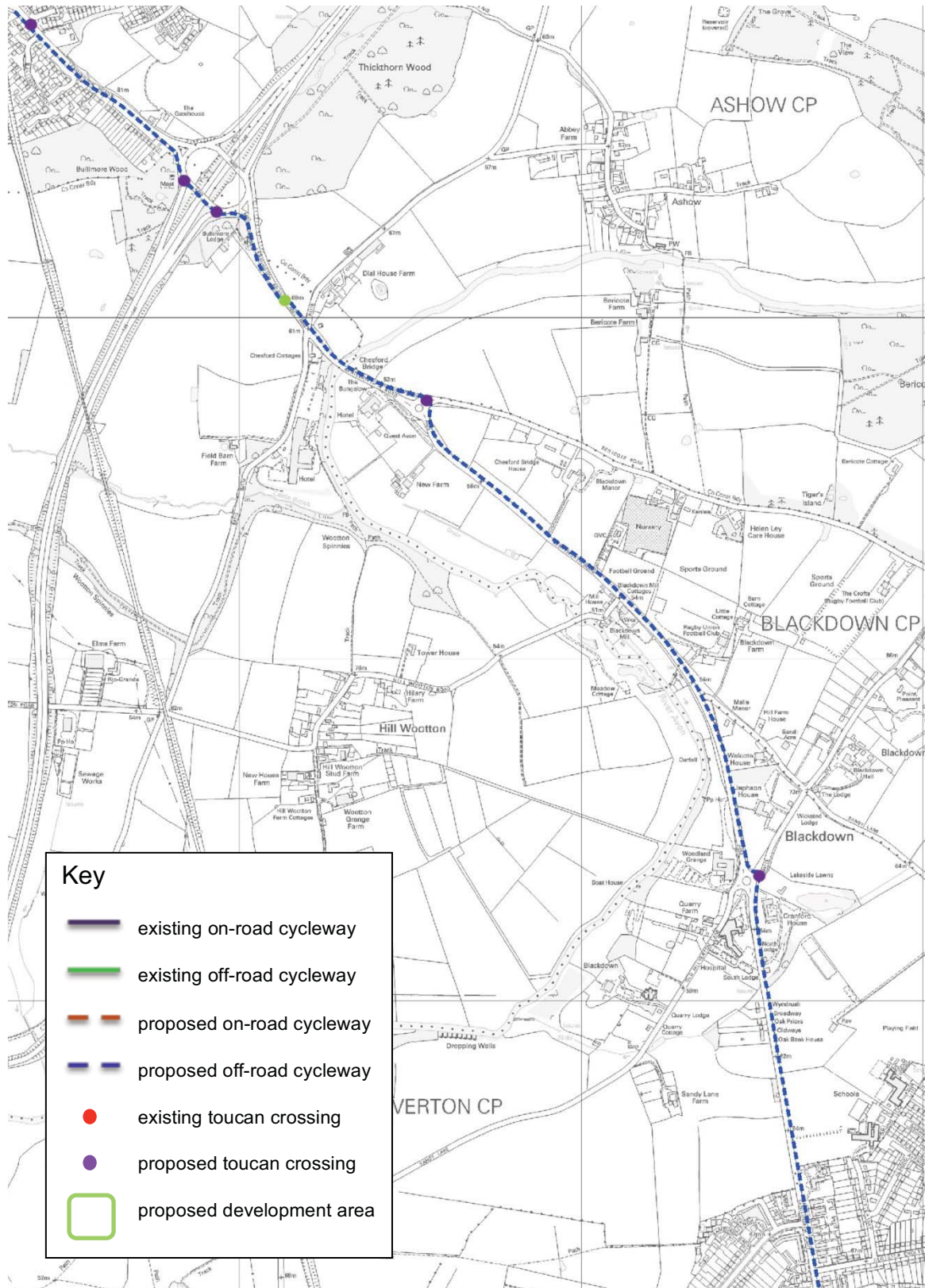


Figure 5. Cycle network (existing and proposed) for A452 (Leamington to Kenilworth) Corridor



### 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:

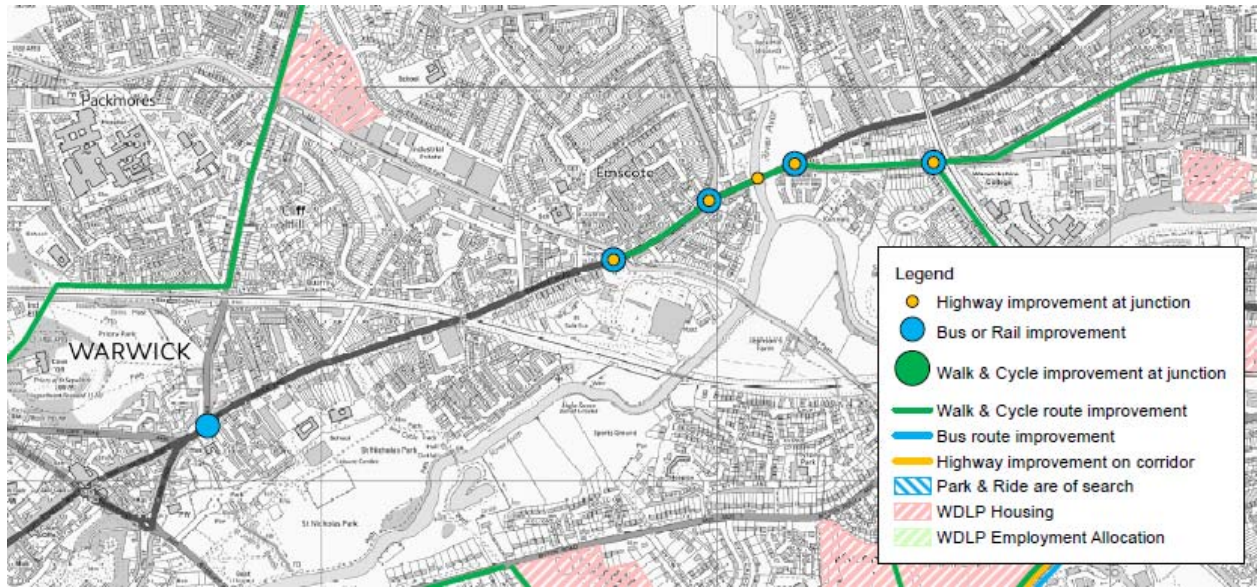
- Continuation of cycle provision to improve connections between Leamington and Warwick via Emscote Road
- Provision of bus priority measures along the route will be investigated, particularly at key pinch points
- highway and junction improvements, including widening of Portobello Bridge and signalisation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

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

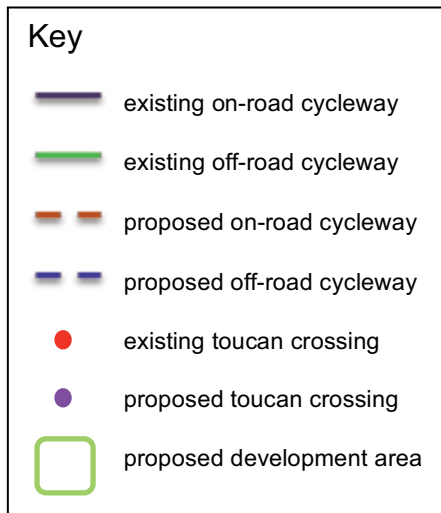
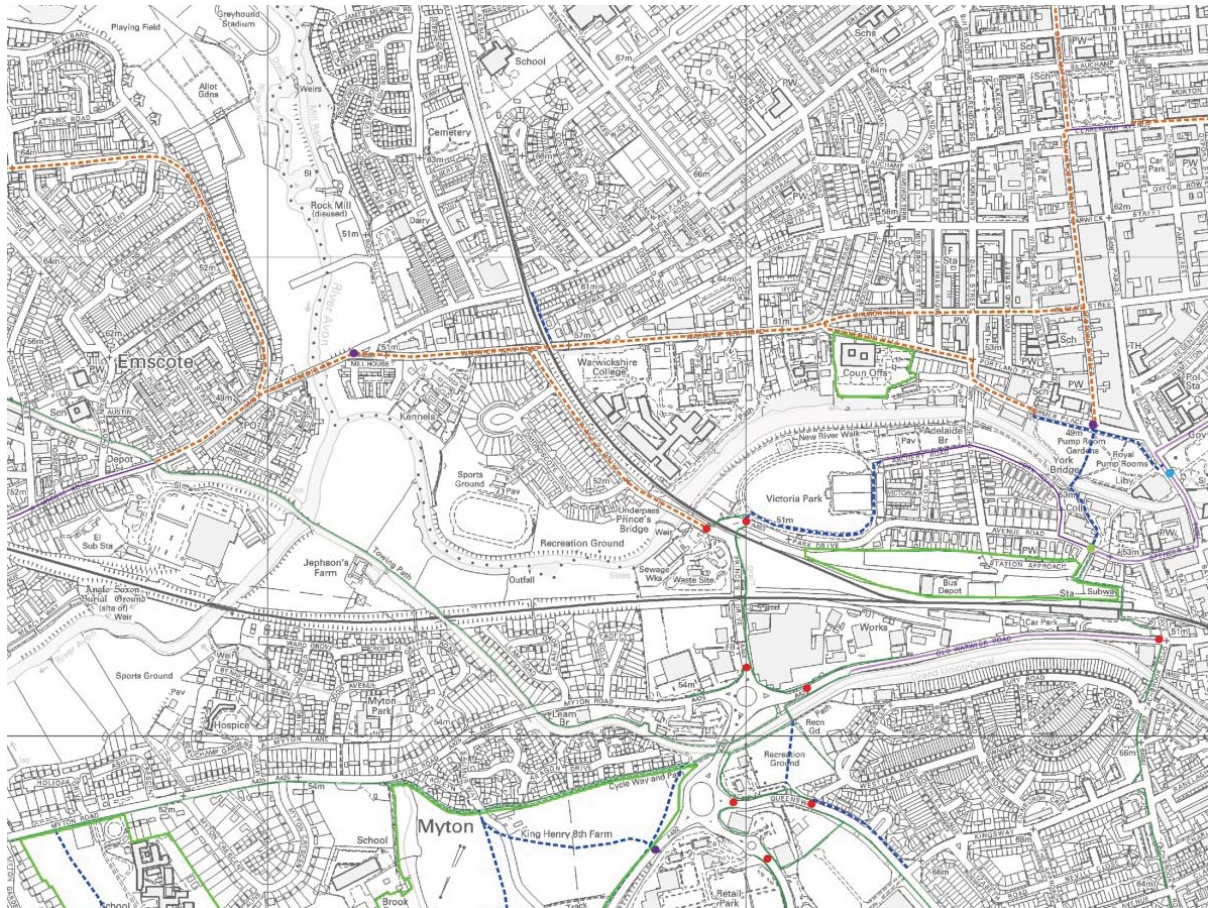
<b>Junction / highway modifications</b>	<b>Walking and Cycle improvements</b>
<ol style="list-style-type: none"> <li>1. <b>Princes Drive / B4099 Warwick New Road</b> - reconfiguration of the mini-roundabout to a signalised 3 arm priority junction.</li> <li>2. <b>A445 Rugby Road / B4099 Warwick New Road</b> – signal upgrade, including improvements for cyclists</li> <li>3. <b>A445 Portobello Bridge</b> – bridge replacement/widening</li> <li>4. <b>A445 Emscote Road/Greville Road</b> - 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.</li> <li>5. <b>A445 Emscote Road / Tesco junction</b> – investigate improvement of bus / cycle provision at the junction</li> </ol>	<ol style="list-style-type: none"> <li>1. <b>Princes Drive/B4099 Warwick New Road</b> - 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</li> <li>2. <b>A445 Rugby Road / B4099 Warwick New Road</b> – signal upgrade, including improvements for cyclists</li> <li>3. <b>A445 Portobello Bridge</b> – bridge replacement/widening incorporating on-carriageway cycle lanes in both directions and facilities for pedestrians</li> <li>4. <b>A445 Emscote Road / Greville Road</b> - 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.</li> <li>5. <b>A445 Emscote Road / Tesco junction</b> – investigate improvement of bus / cycle provision at the junction (including access lane to cycle ASL)</li> <li>6. <b>St Nicholas Park / Myton Road / Myton Gardens / Europa Way</b> – 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</li> <li>7. <b>Warwick Station Link</b> – improved link between A445 Emscote Road and Warwick station via Broad Street, Guy's Cliffe Terrace and rear of Woodcote Road</li> </ol>
<b>Park &amp; Ride / Bus priority</b>	<b>Behavioural change measures</b>
<ol style="list-style-type: none"> <li>1. Investigate provision of bus priority measures along the route, particularly at key pinch points</li> </ol>	<ol style="list-style-type: none"> <li>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.</li> </ol> <p>Examples of such measures include:</p> <ul style="list-style-type: none"> <li>• Workplace Travel Plans (in respect of sites generating in excess of 100 jobs);</li> <li>• Sustainable Travel Packs for new residents;</li> <li>• Personalised travel planning;</li> <li>• Travel awareness campaigns;</li> <li>• Public transport information and marketing;</li> <li>• Car clubs;</li> <li>• Car sharing schemes; and</li> <li>• Teleworking, teleconferencing and home shopping.</li> </ul>



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**



#### 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"> <li>1. <b>B4087 Bath Street/Spencer Street/High Street/Lower Avenue</b> – 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.</li> <li>2. <b>A452 Adelaide Road/Avenue Road</b> – provision of a signalised junction to replace the existing mini-roundabout</li> <li>3. <b>A452 Adelaide Road/Dormer Place</b> – provision of a signalised junction to replace the existing priority junction</li> <li>4. <b>B4087 Tachbrook Road / Heathcote Lane</b> - provision of a toucan / cycle facility on Tachbrook Road at junction with Heathcote Lane</li> </ol>	<ol style="list-style-type: none"> <li>1. <b>B4087 Bath Street/Spencer Street/High Street/Lower Avenue</b> – 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</li> <li>2. <b>A452 Adelaide Road/Avenue Road</b> – 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.</li> <li>3. <b>A452 Adelaide Road/Dormer Place</b> – 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.</li> <li>4. <b>B4087 Tachbrook Road / Heathcote Lane</b> – provision of a toucan / cycle facility on Tachbrook Road at junction with Heathcote Lane</li> </ol>
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> <li>1. <b>B4087 Bath Street/Spencer Street/High Street/Lower Avenue</b> - Queue detector loops on all approaches to the proposed Old Warwick Road/ Lower Avenue/Spencer Street/Bath Street gyratory system</li> <li>2. <b>A452 Adelaide Road/Avenue Road</b> – provision of queue detector loops at signalised junction</li> <li>3. <b>A452 Adelaide Road/Dormer Place</b> – provision of queue detector loops at signalised junction</li> </ol>	<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"> <li>• Workplace Travel Plans (in respect of sites generating in excess of 100 jobs);</li> <li>• Sustainable Travel Packs for new residents;</li> <li>• Personalised travel planning;</li> <li>• Travel awareness campaigns;</li> <li>• Public transport information and marketing;</li> <li>• Car clubs;</li> <li>• Car sharing schemes; and</li> <li>• Teleworking, teleconferencing and home shopping.</li> </ul>

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

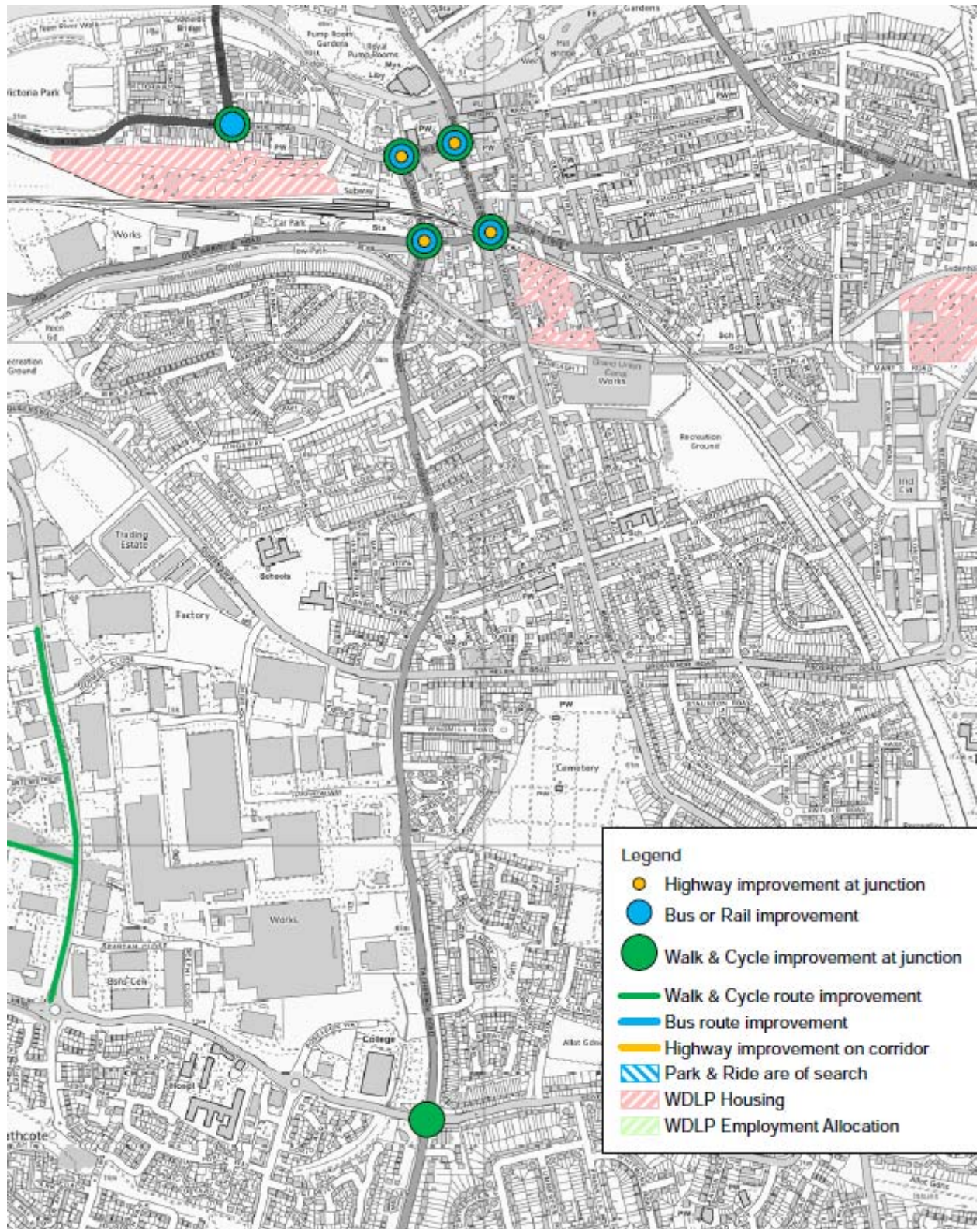
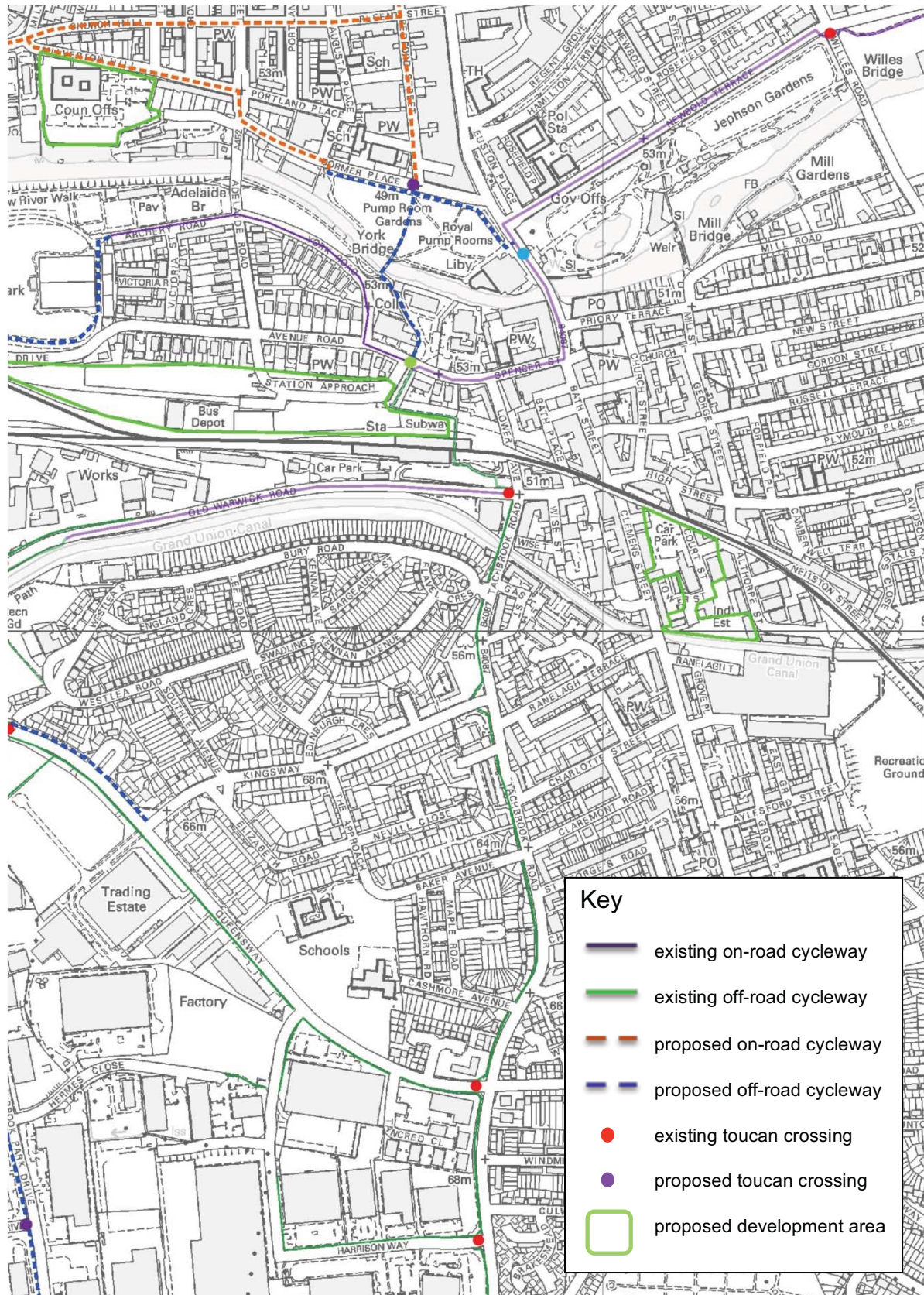


Figure 9. Cycle network (existing and proposed) for Leamington South (including Tachbrook Road) Corridor



## 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

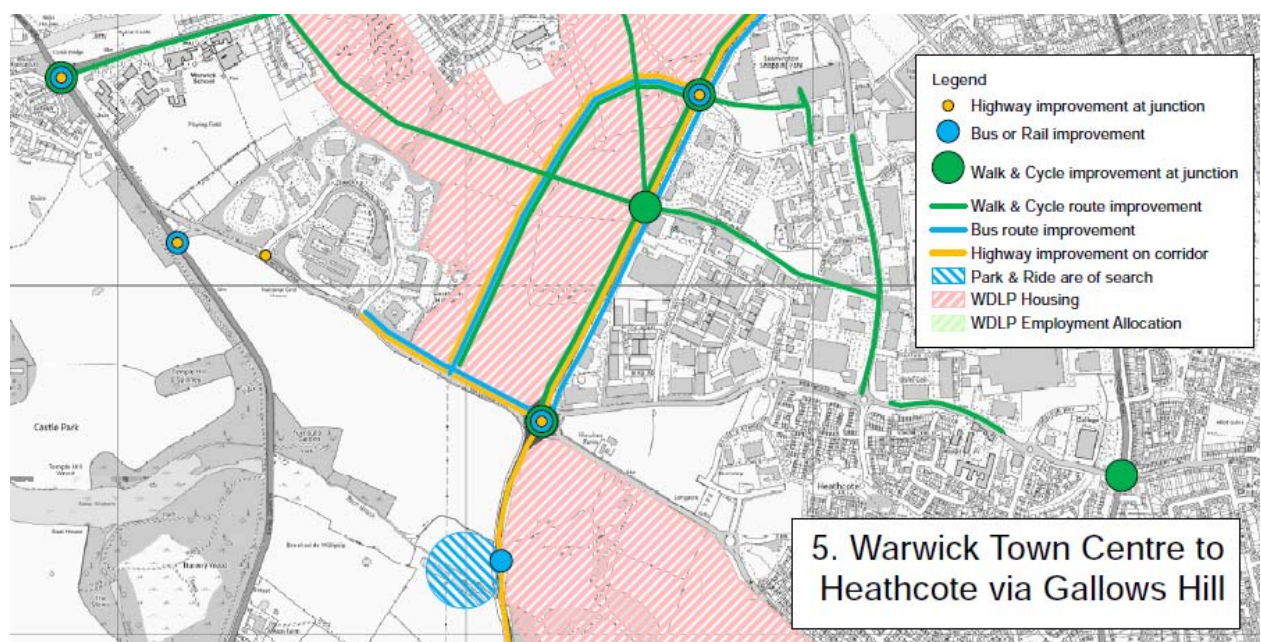
The route carries significant volumes of traffic throughout the day and particularly at peak times. Growth to the south of Warwick/Leamington Spa will put the corridor under further pressure. The transport improvements proposed along the corridor will substantially improve the sustainable transport options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

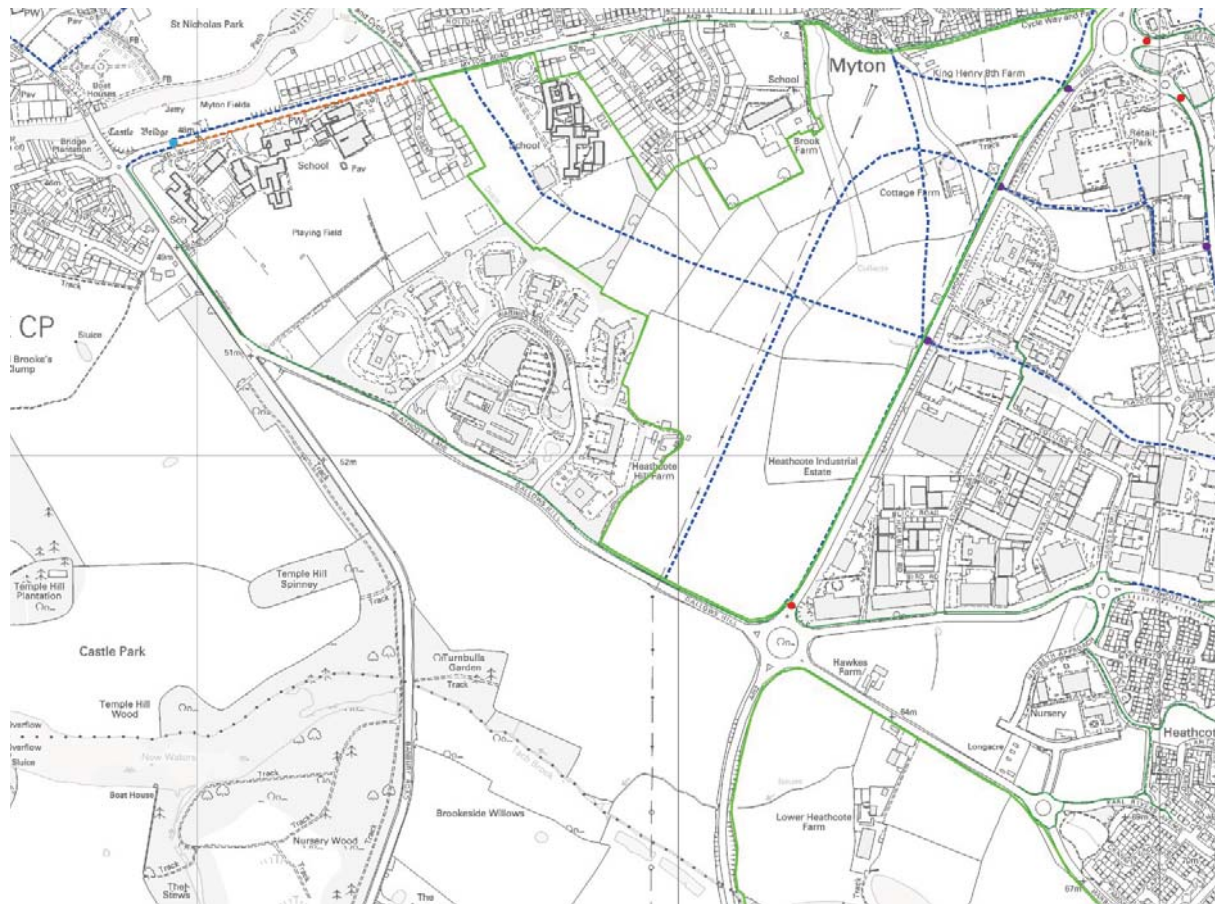
**Table 5. Warwick Town Centre to Heathcote via Gallows Hill**

Junction / Highway modifications	Walking and Cycle improvements
<ol style="list-style-type: none"> <li><b>A425 Banbury Road / Myton Road roundabout</b> – 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.</li> <li><b>Gallows Hill/Warwick Tech Park</b> – 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.</li> <li><b>Priory Rd to St Nicolas Church Street</b> - movement has been restricted.</li> </ol>	<ol style="list-style-type: none"> <li><b>A425 Banbury Road / Myton Road roundabout</b> – 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.</li> <li><b>Extension of cycle provision</b> along Heathcote Lane to connect to Tachbrook Road.</li> </ol>
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> <li><b>Southern Park &amp; Ride</b> facility in the vicinity of A452 Heathcote roundabout serving Leamington Spa and Warwick</li> <li><b>Bus priority measures</b> to support the proposed southern Park and Ride facility towards Warwick town centre: <ul style="list-style-type: none"> <li>Bus loop detectors at the exit of the Park and Ride site onto Europa Way;</li> <li>Bus lane northbound along the Europa Way as far as the junction of Gallows Hill/Heathcote Lane;</li> <li>Bus priority along Gallows Hill at the junction of the Myton Gardens development site distributor road (to facilitate right and straight on bus movements);</li> <li>Bus loop detectors on all approaches to the Banbury Road/Myton Road junction;</li> </ul> </li> </ol> <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"> <li>Workplace Travel Plans (in respect of sites generating in excess of 100 jobs);</li> <li>Sustainable Travel Packs for new residents;</li> <li>Personalised travel planning;</li> <li>Travel awareness campaigns;</li> <li>Public transport information and marketing;</li> <li>Car clubs;</li> <li>Car sharing schemes; and</li> <li>Teleworking, teleconferencing and home shopping.</li> </ul>








**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"> <li><b>A425 Banbury Road / Myton Road roundabout</b> – 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.</li> <li><b>A452 Europa Way/Myton Road Roundabout</b> - signalised junction with all entry approaches widened (includes queue detector loops for buses)</li> </ol>	<ol style="list-style-type: none"> <li><b>A425 Banbury Road / Myton Road roundabout</b> – 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.</li> <li>Extension of cycle facility along Myton Road between St Nicholas Park cycle entrance and Myton Road / Banbury Road junction.</li> <li>Improved cycle connections from the area to the Shires Retail Park, Warwick Gates and Heathcote via the Myton Gardens development.</li> </ol>
Park & Ride / Bus priority	Behavioural change measures
<ol style="list-style-type: none"> <li><b>A425 Banbury Road / Myton Road roundabout</b> – signalised junction with bus loop detector loops on all approaches</li> <li><b>A452 Europa Way/Myton Road Roundabout</b> – signalised junction with bus detector loops on each approach</li> </ol>	<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"> <li>• Workplace Travel Plans (in respect of sites generating in excess of 100 jobs);</li> <li>• Sustainable Travel Packs for new residents;</li> <li>• Personalised travel planning;</li> <li>• Travel awareness campaigns;</li> <li>• Public transport information and marketing;</li> <li>• Car clubs;</li> <li>• Car sharing schemes; and</li> <li>• Teleworking, teleconferencing and home shopping.</li> </ul>

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

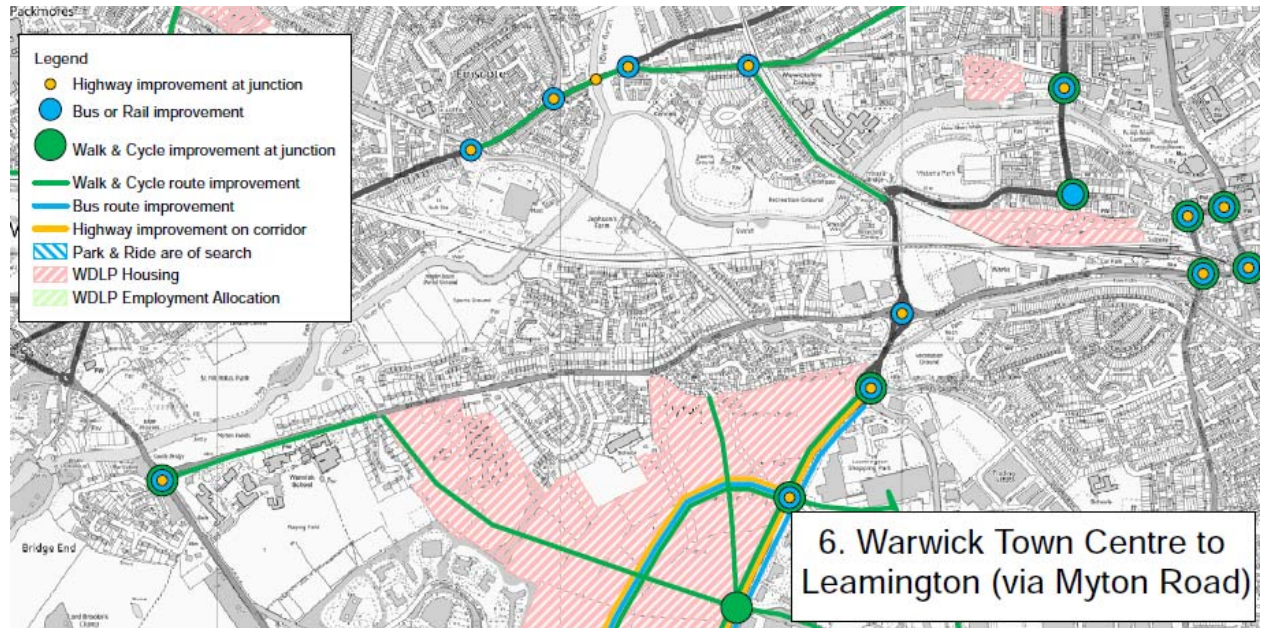
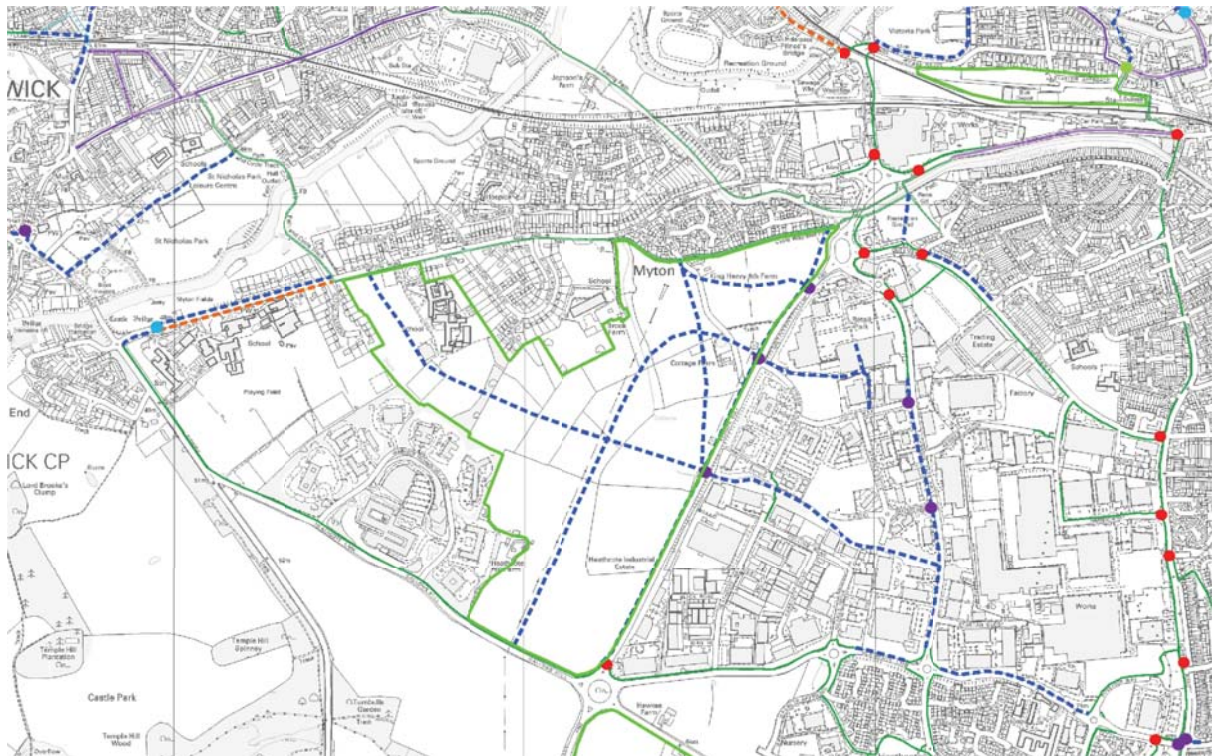









Figure 13. Cycle network (existing and proposed) for Warwick Town Centre to Leamington (via Myton Road)



**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**

<b>Junction / highway modifications</b>	<b>Walking and Cycle improvements</b>
<p>1. <b>A429/Spinney Hill Roundabout</b> - widening of all approaches</p>	<p>1. <b>A429 Spinney Hill Roundabout</b> - 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>
<b>Park &amp; Ride / Bus priority</b>	<b>Behavioural change measures</b>
<p>1. <b>A429/Spinney Hill Roundabout</b> – 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"> <li>• Workplace Travel Plans (in respect of sites generating in excess of 100 jobs);</li> <li>• Sustainable Travel Packs for new residents;</li> <li>• Personalised travel planning;</li> <li>• Travel awareness campaigns;</li> <li>• Public transport information and marketing;</li> <li>• Car clubs;</li> <li>• Car sharing schemes; and</li> <li>• Teleworking, teleconferencing and home shopping.</li> </ul>

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

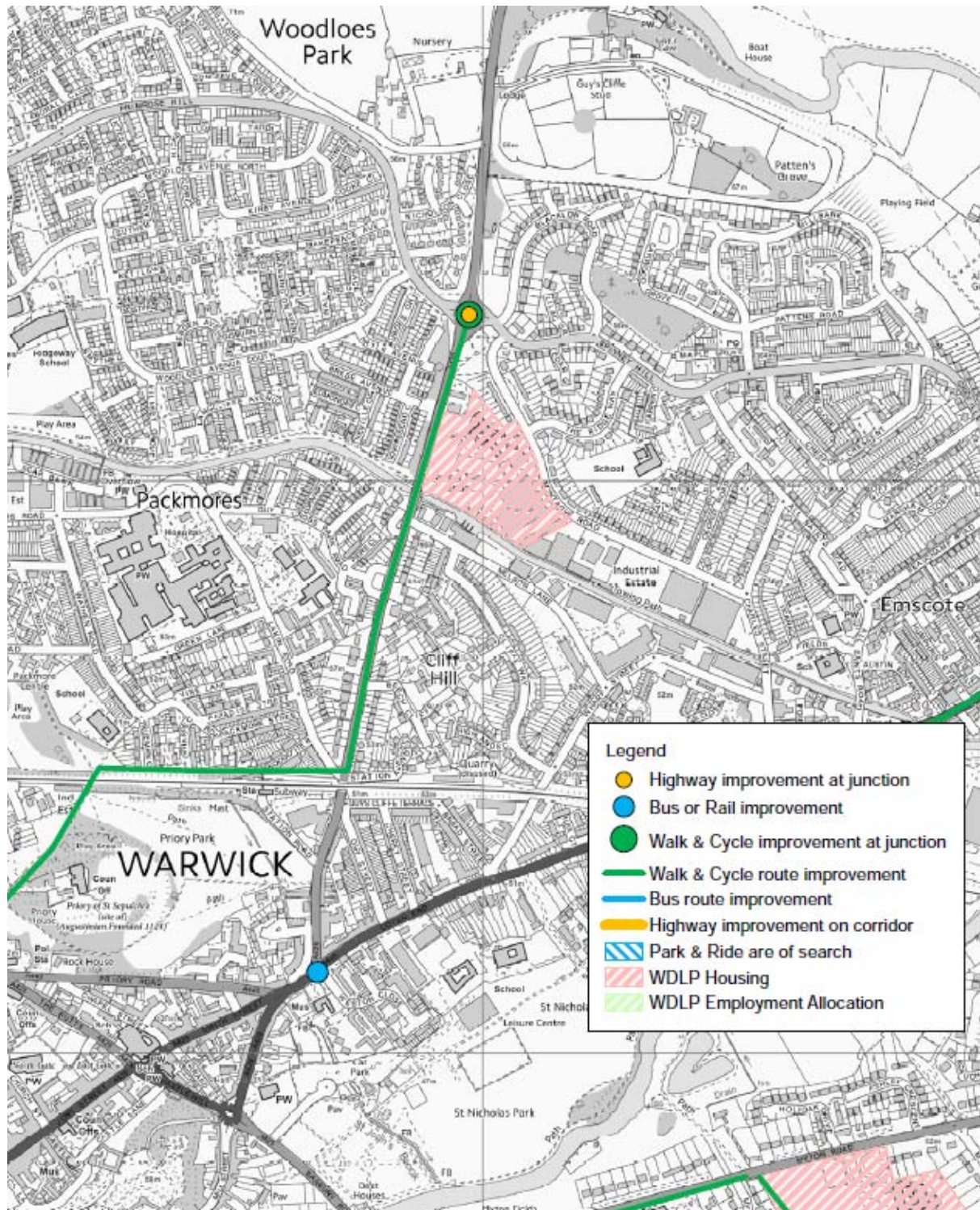
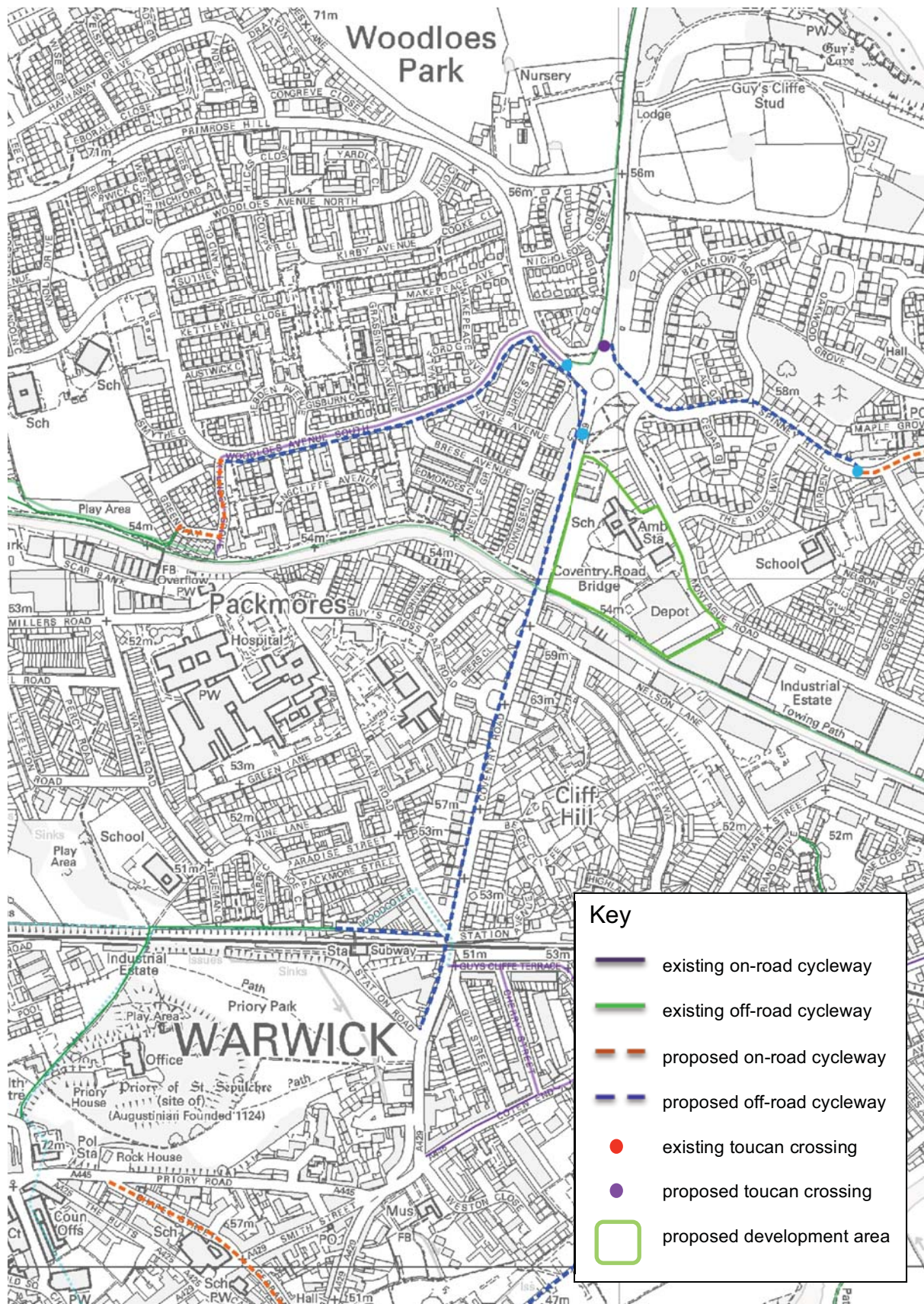


Figure 15. Cycle network (existing and proposed) for A429 Coventry Road, Warwick



### 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 Wedgnoek Lane are provided close to A46 / Birmingham Road junction.

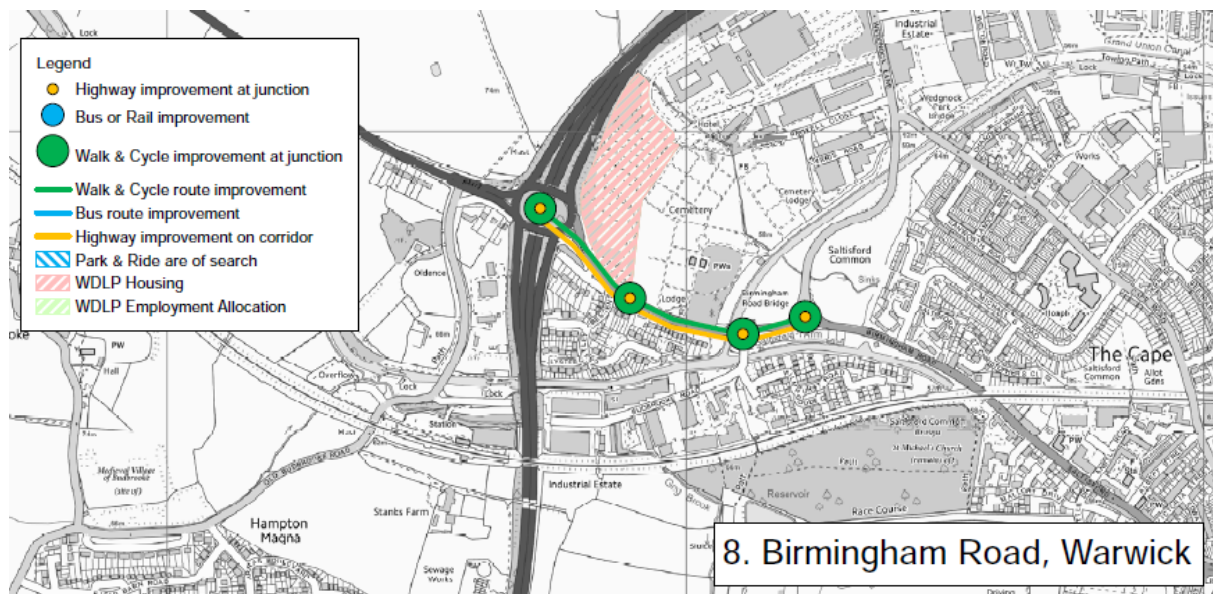
Key transport improvements proposed along the corridor include:

- upgrade of A46/A425/A4177 'Stanks Island' and associated cycle/pedestrian improvements on the western end of Birmingham Road between Wedgnoek 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**

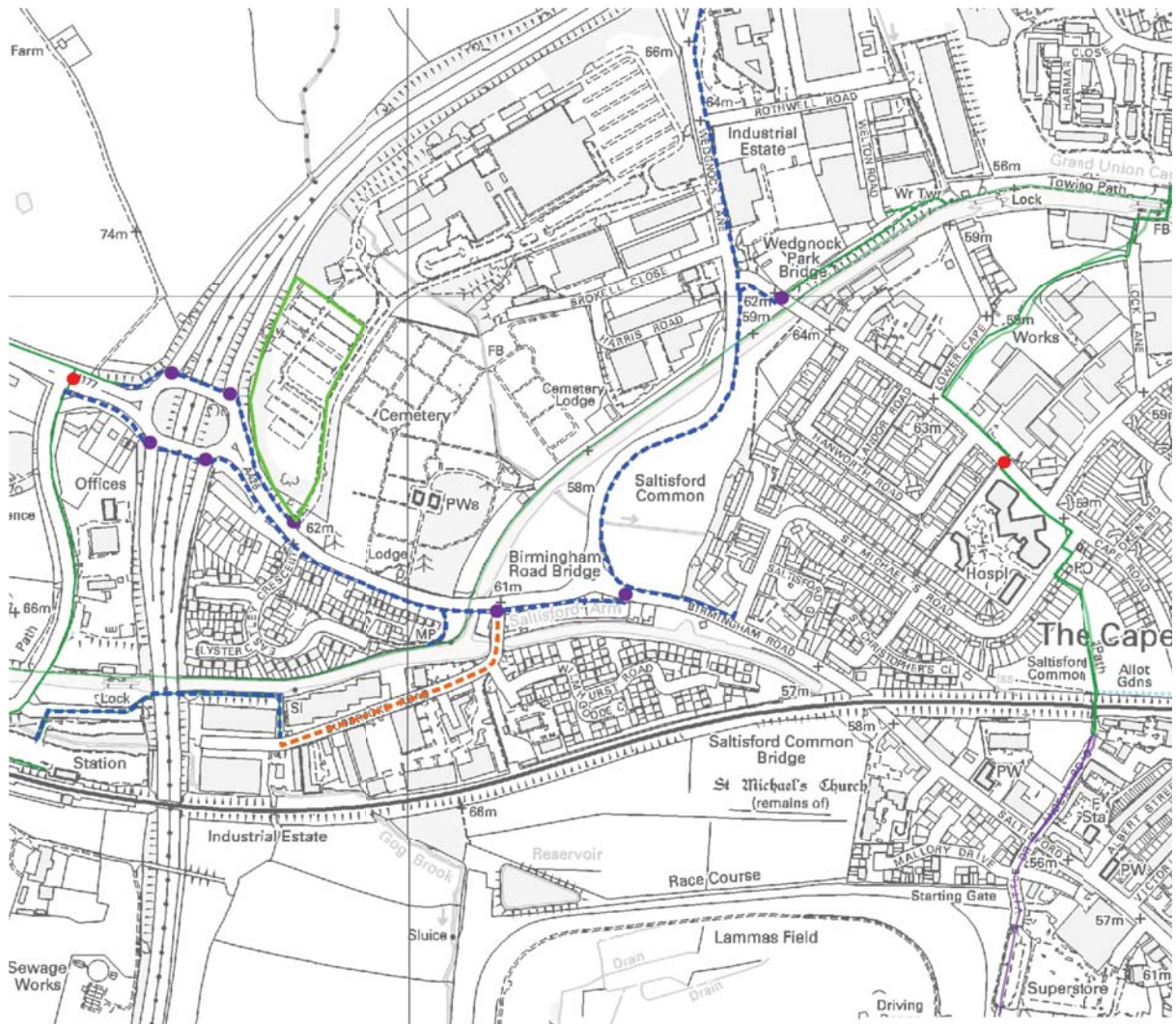
Junction / highway modifications	Walking and Cycle improvements
1. A46/Birmingham Road 'Stanks Island' – upgrade of 'Stanks Island' and associated cycle/pedestrian improvements on the western end of Birmingham Road between Wedgnoek Lane and 'Stanks Island'	1. A46/Birmingham Road 'Stanks Island' – Scheme 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 Wedgnoek 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	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.  Examples of such measures include: <ul style="list-style-type: none"> <li>• Workplace Travel Plans (in respect of sites generating in excess of 100 jobs);</li> <li>• Sustainable Travel Packs for new residents;</li> <li>• Personalised travel planning;</li> <li>• Travel awareness campaigns;</li> <li>• Public transport information and marketing;</li> <li>• Car clubs;</li> <li>• Car sharing schemes; and</li> <li>• Teleworking, teleconferencing and home shopping.</li> </ul>

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



8. 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, Alyesford 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**

<b>Junction / highway modifications</b>	<b>Walking and Cycle improvements</b>
See 'Walking and Cycle improvements'	<ol style="list-style-type: none"> <li>1. <b>Stratford Road cycleway</b> - Extension of Stratford Road cycle facility from South West Warwick housing and employment development to Warwick town centre</li> <li>2. <b>Completion of North West Warwick to Alyesford School cycle scheme 'missing link'</b> - Options to provide a cycle facility to bridge the missing link along Hampton Road will be investigated</li> <li>3. <b>Pedestrian crossing near Shakespeare Avenue</b></li> </ol>
<b>Park &amp; Ride / Bus priority</b>	<b>Behavioural change measures</b>
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"> <li>• Workplace Travel Plans (in respect of sites generating in excess of 100 jobs);</li> <li>• Sustainable Travel Packs for new residents;</li> <li>• Personalised travel planning;</li> <li>• Travel awareness campaigns;</li> <li>• Public transport information and marketing;</li> <li>• Car clubs;</li> <li>• Car sharing schemes; and</li> <li>• Teleworking, teleconferencing and home shopping.</li> </ul>

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

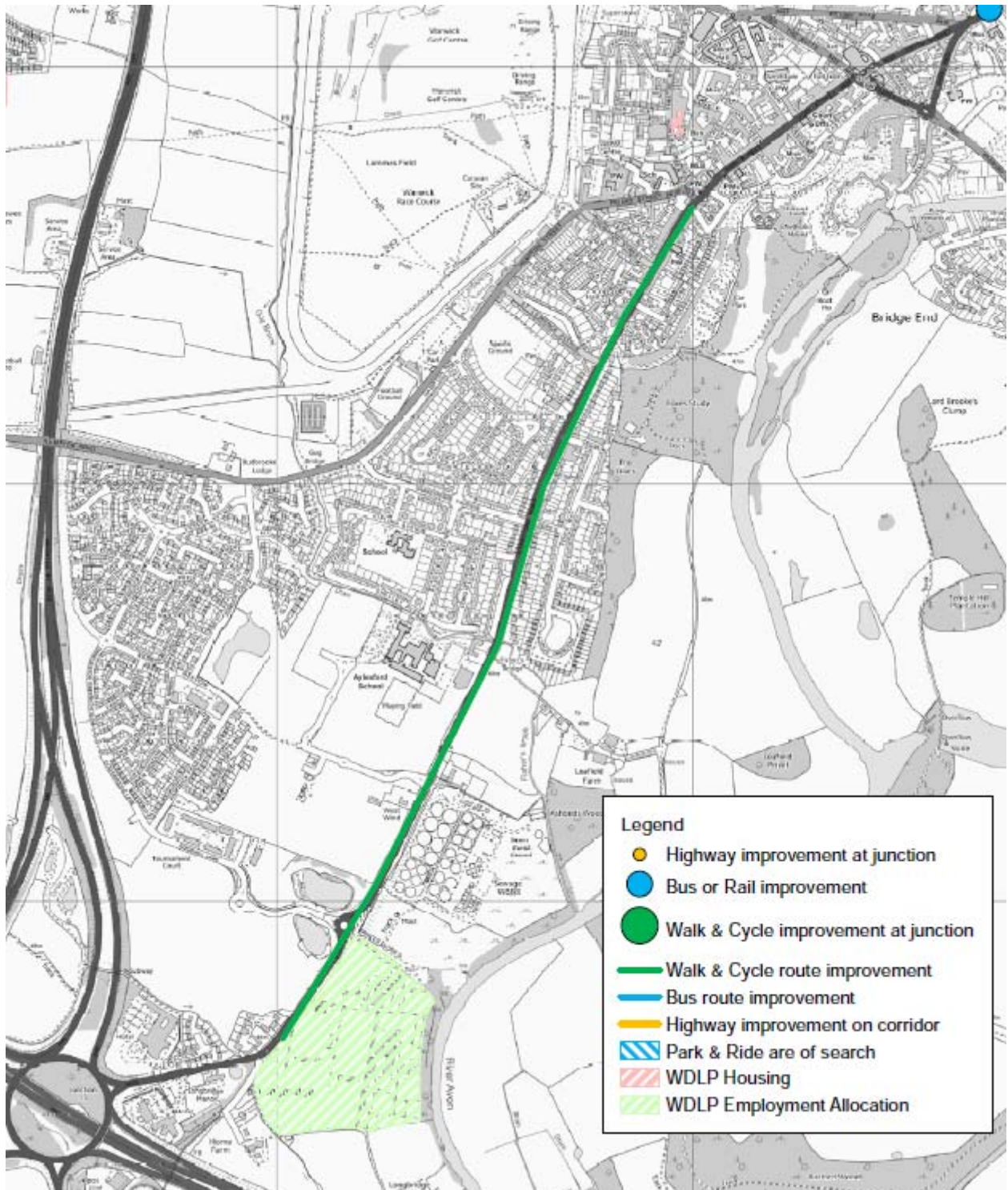
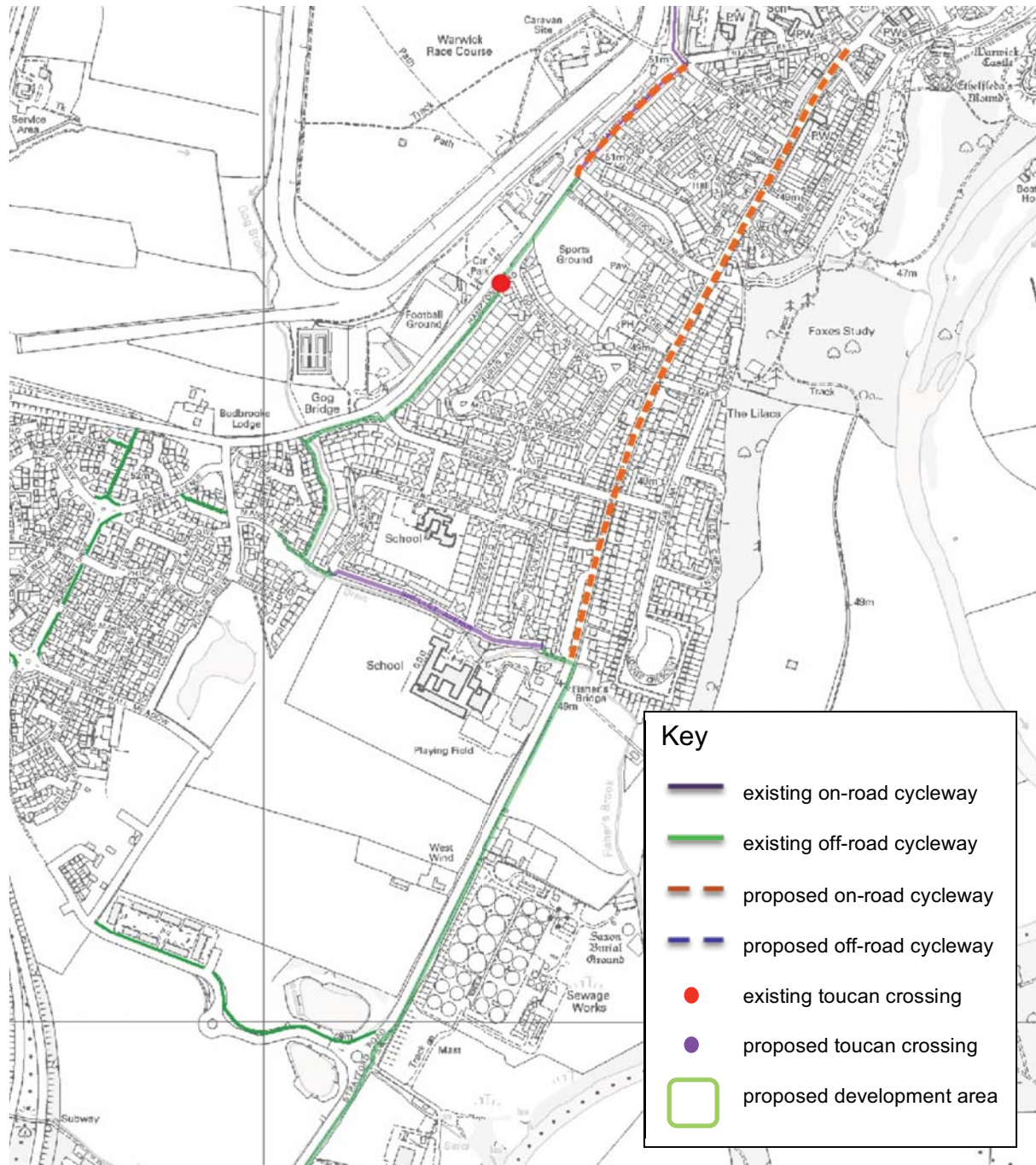


Figure 19. Cycle network (existing and proposed) for A429 Stratford Road, Warwick



## 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**

<b>Junction / highway modifications</b>	<b>Walking and Cycle improvements</b>
<ol style="list-style-type: none"> <li>1. <b>A46/Birmingham Road 'Stanks Island'</b> – upgrade of 'Stanks Island' (and associated cycle/pedestrian improvements)</li> <li>2. <b>A46/A452 Thickthorn Roundabout</b> - 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.</li> <li>3. <b>M40 Capacity Enhancements</b></li> <li>4. <b>A452 Europa Way capacity enhancements</b> – to encourage routing via M40 for access to destinations in south Leamington and Warwick</li> </ol>	N/A
<b>Park &amp; Ride / Bus priority</b>	<b>Behavioural change measures</b>
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**

<b>Junction / highway modifications</b>	<b>Walking and Cycle improvements</b>
<ol style="list-style-type: none"> <li><b>A452 Thickthorn Roundabout</b> – 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</li> <li><b>St Johns Gyratory, Kenilworth</b> - 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</li> </ol>	<ol style="list-style-type: none"> <li>K2L cycle route</li> <li>Cycle link - Connection from Leamington Road to Glasshouse Lane via Thickthorn development site</li> <li>Links from Thickthorn development site to Kenilworth school</li> <li>Links to Rocky Lane and potential onward connection to Stoneleigh Park</li> <li>Completion of NCN route through Kenilworth through Abbey Fields</li> </ol>
<b>Park &amp; Ride / Bus priority / Rail</b>	<b>Behavioural change measures</b>
<ol style="list-style-type: none"> <li>New rail station at Kenilworth with direct services between Kenilworth and Leamington Spa</li> </ol>	<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"> <li>• Workplace Travel Plans (in respect of sites generating in excess of 100 jobs);</li> <li>• Sustainable Travel Packs for new residents;</li> <li>• Personalised travel planning;</li> <li>• Travel awareness campaigns;</li> <li>• Public transport information and marketing;</li> <li>• Car clubs;</li> <li>• Car sharing schemes; and</li> <li>• Teleworking, teleconferencing and home shopping.</li> </ul>

Figure 20. Overview of Transport Proposals for Kenilworth

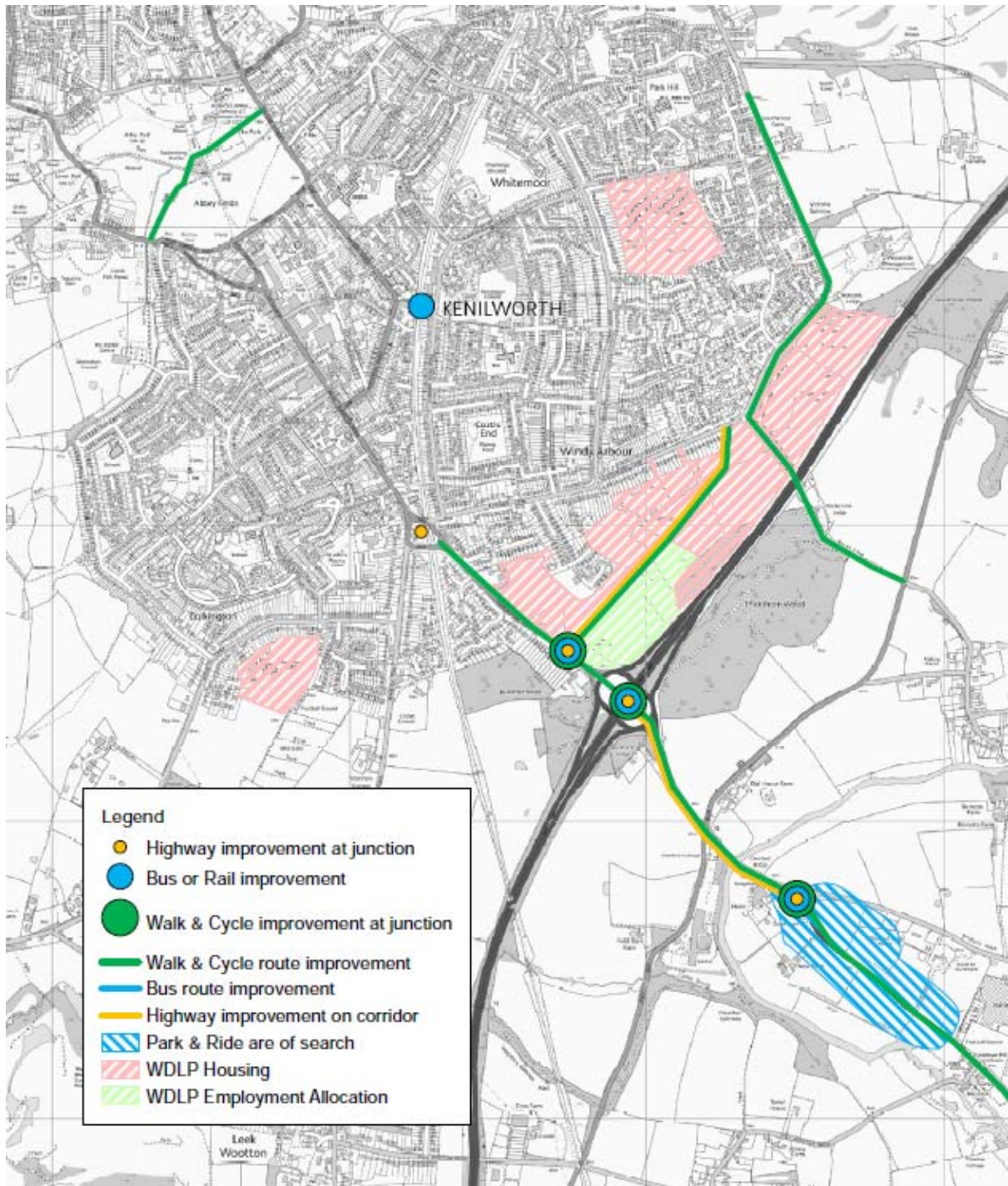


Figure 21. Cycle network (existing and proposed) for Kenilworth

