

Warwick District Council - Local Plan Examination

Matter 7c – Proposed housing site allocations safeguarded land and direction of growth (edge of Coventry)

Statement of Common Ground agreed between the following parties:

- **Warwick District Council,**
 - **Warwickshire County Council,**
 - **Coventry Council and**
 - **University of Warwick**
1. This statement of common ground covers the transport aspects associated with the current operation and future development of the University of Warwick in respect of the New Local Plan for Warwick District. It has been agreed by the organisations listed above.

The Current Transport Environment at the University

2. Under the current masterplan the University has invested heavily in infrastructure in and around the University and in the promotion of its Travel Plan. This sustained investment has made a significant contribution to the relief of congestion in the locality to the benefit of the University, its people and the local community and its stakeholders. The result of this investment and the partnership with the local authorities has delivered the following:
 - a. Coventry Council has delivered the University of Warwick and Westwood Business Park Congestion Relief Scheme with significant funding from the University with nine highway junctions upgraded with positive outcomes for all on journey time and congestion.
 - b. Cycle and pedestrian routes have been created and enhanced for the benefit of all. Cycle links have been created from Kenilworth via the University to Coventry and its districts.
 - c. The provision of public transport bus services and the facilities for them and their patrons has seen a major uplift in recent years.
 - d. The University through the s106 Agreement works with and supports Coventry Council with the introduction of parking schemes and TROs to address parking problems when they arise on residential roads.
 - e. The University's Travel Plan is meeting the current Masterplan targets to manage car trips and increase the mode share of sustainable options. More people are now walking, cycling, using buses and car sharing to travel to the University than ever before.

Major Highways Upgrade

3. The modifications to the Warwick District Council Local Plan will require the upgrade to the A46/Stoneleigh Rd junction (in the form of a large roundabout) to be brought forward to mitigate the impact of development of the new housing allocations.
4. Longer term growth in jobs and homes in Coventry and the neighbouring authorities and the continued growth at the University mean there is a need for a significant upgrade in the local highway infrastructure in the area southwest of Coventry. The upgrade to the A46/ Stoneleigh Rd junction would enable the future development of a new road linking the A46 to Kirby Corner and subsequently to the A452 or A45 as set out in Policy DS NEW1. Overall this link road would provide:
 - a. A vital piece of strategic infrastructure to support the growth in this sub-region and enhance east-west links improving connectivity from a number of important economic assets in the area particularly to UK Central (the location of major employment growth, of the HS2 Interchange Station, Birmingham Airport and the NEC).
 - b. Relief from congestion and environmental impacts on the existing highway network including the A45 which runs through residential areas of Coventry and the A452 running through the centre of Kenilworth.
 - c. The upgrade to the A46/Stoneleigh Rd junction which has been identified as an essential piece of infrastructure to support the delivery of the proposed Local Plan growth, would improve access to the University from the A46.
 - d. A link road to Kirby Corner would provide an alternative faster route for traffic to allocated and existing residential areas, Westwood Business Park, and provide new access opportunities to the University. This increase in the capacity of the highway network has the potential to provide for longer term growth in the area, including the longer term growth of the University.
 - e. The link road also creates the potential for a major public transport interchange where the Coventry-Leamington railway crosses the new road which could further support an integrated transport hub with possible future links to UK Central.
 - f. A subsequent stage of the link road to the A452 or A45 would improve connectivity from this area and would enhance access to UK Central, the HS2 Interchange and Birmingham Airport which would further enhance the University's international links which is important for its global reach.

Local Network and Impacts

5. It is expected that the University will be able to continue to realise their reasonable growth aspirations taking account of the constraints of the highway network through this period but it is acknowledged that focused highway interventions may be

required to mitigate localised impacts particularly along Gibbet Hill Road as well as along the A429, Charter Avenue and Kirby Corner routes.

6. The limit of 425 dwellings to the number of houses in the Westwood Heath area set out in Policy DS NEW 1 of the emerging Local Plan will allow for the future operation of the highway network including Gibbet Hill Road, Kirby Corner Road and Crackley Lane taking account of reasonable levels of growth in the area.
7. The current Masterplan, which is coming to the end of its life, is to be replaced with a Masterplan 2 refresh expected to be submitted in 2017, which is expected to set out the development of the University for up to 10 years. The Masterplan 2 will be subject to statutory procedures and agreement with the authorities.