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Warwickshire County Council Transport and Highways

Position Statement

October 2015

1. Executive Summary

(a) Gaydon/Lighthorne Heath

- (i) We have continued to work with the promoters of residential development at Gaydon / Lighthorne Heath and have recently reviewed their latest Transport Assessment which was submitted in support of an outline planning application for the first 2,000 dwellings.
- (ii) We are due to meet with the site promoters over the coming weeks with a view to agreeing the highways and transport mitigation package and to set out our preferred approach for securing developer funding.
- (iii) We have received legal advice on the possibility of pooling developer contributions towards transport improvements at locations where there are likely to be a cumulative impacts, and will be seeking to reach agreement with the site promoter on the details of this in due course.

(b) Long Marston Airfield (LMA)

- (i) The LMA development is considered acceptable in principle from a transport perspective, subject to provision of the Western Relief Road (WRR) and Southern Extension (otherwise known as the South Western Relief Road) and appropriate contributions towards Stratford Transport Package schemes and other improvements where there is an impact.
- (ii) The WRR in conjunction with the Southern Extension are essential to support the scale of development proposed at LMA.
- (iii) We are proposing to engage in further discussions with the LMA promoter to outline our recommended approach for securing technical approval for the proposed Southern Extension from the County Council. These discussions will consider a range of issues including the proposed specification of the route.

(c) Demand Management Strategy

- (i) Work is currently underway to develop a Transport Strategy for Stratford upon Avon town and the wider District in partnership with Stratford on Avon District Council and other stakeholders.
- (ii) This will seek to complement the infrastructure interventions set out in the IDP by encouraging a greater proportion of trips to be undertaken by sustainable modes as an alternative to the private car.

- (iii) It is proposed to commission a specific piece of work in 2016/17 to look in detail at the benefits and potential application of a demand management led approach in the medium to longer term.

2. Position Statement

(a) Gaydon/Lighthorne Heath

- (i) We have reviewed the latest Transport Assessment (TA) (Rev 5) which was submitted in support of an outline planning application for the first 2,000 dwellings.
- (ii) We have asked the promoters to undertake further work on the following matters:
 - To assess queue and journey time impacts along the B4100 next to the proposed site assuming the latest Jaguar Land Rover access arrangements which have recently been revised are in place.
 - To provide a revised link capacity assessment in accordance with our comments and technical advice.
 - To ensure the proposed mitigation strategy is tailored to address any safety issues which may arise on routes which experience the most significant increases in traffic flow as a result of the proposed development.
 - To undertake further analysis at specific locations on the local highway network where developer contributions may be required to address cumulative impacts over and above those currently proposed in the TA.
 - To aid public understanding of local impacts by producing a briefing note summarising predicted traffic impacts in local villages.
- (iii) Previous Strategic Transport Assessment (STA) work undertaken on behalf of SDC, WDC and Highways England identified locations on the local and strategic road network (SRN) where mitigation measures are required as a result of Core Strategy development proposals.
- (iv) Further technical work undertaken by Vectos Microsim (VM) in 2015 on behalf of the same parties indicated how the costs of these interventions could possibly be funded through the pooling of contributions. In the case of certain schemes, a cumulative impact had been identified in the traffic modelling from the allocations listed below:
 - WDC Housing

- SDC Housing (specifically 3,000 dwelling residential development at GLH)
 - SDC Employment (specifically 100ha employment at GLH)
- (v) This work concluded that GLH residential should provide a contribution of £4.6m towards 16 specific schemes on the local road network where cumulative impacts had been identified and a further scheme where a GLH site-specific impact had been identified. The indicative total cost estimate for the schemes identified was £19m. A further contribution of £3m was also identified for unforeseen impact in local villages.
- (vi) The mitigation package proposed in the TA comprises seven schemes, all of which are on the local road network. It appears that these schemes would be funded in their entirety by the promoters of the respective residential development at GLH. Based on the indicative cost estimates in VM's cumulative assessment work, this would represent a total contribution of £4.2m.
- (vii) We are due to meet with the site promoters over the coming weeks with a view to agreeing the highways and transport mitigation package and to set out our preferred approach for securing developer funding.
- (viii) We have received legal advice on the possibility of pooling developer contributions towards transport improvements at locations where there are likely to be cumulative impacts, and will be seeking to reach agreement with the site promoters on the details of this in due course.
- (ix) We are also proposing to discuss their proposals for bus and school transport provision and to seek a financial contribution of £0.3m towards a proposed cycle route between Lighthorne Heath and Leamington Spa.

(b) Long Marston Airfield

- (i) It is understood that the promoter of 3,500 dwellings at Long Marston Airfield (LMA) Cala Homes (Midlands) Ltd is intending to provide a Southern Extension to the proposed Western Relief Road (WRR) as part of the transport mitigation package for their proposals.
- (ii) The WRR in conjunction with the Southern Extension (otherwise known as the South-Western Relief Road) are essential to support the scale of development proposed at LMA.
- (iii) The WRR is to be delivered by the promoters of 800 dwellings on land to the west of Shotton. Provision of the WRR and Southern Extension will form a

complete western bypass of Stratford upon Avon linking the A46 at Wildmoor to the west of the town with the B4632 Clifford Lane and A3400 Shipston Road to the south.

- (iv) The Shakespeare Birthplace Trust has agreed to make land known as Briar Furlong available for the construction of part of the WRR, thus enabling the scheme to proceed. The County Council is in discussions with the scheme promoters to progress the technical approval for the WRR through a Reserved Matters planning application.
- (v) From information received to date, the proposed WRR Southern Extension includes a four span bridge approximately 200m long crossing both the disused railway and the River Avon and allowing a 10.0m buffer zone from the north bank.
- (vi) The proposed structure would elevate the carriageway approximately 11.5m above existing ground level. This would avoid the severance and safety issues which would otherwise affect users of the Greenway by crossing it at grade.
- (vii) The LMA promoters have undertaken a study¹ which includes a preliminary scheme alignment. The study includes details of initial consultation undertaken by the LMA promoter with the Environment Agency on flood risk and considers other issues including ecology, noise, landscape visualisation, air quality and the historic environment.
- (viii) The study recommended that consideration could be given to reducing the design speed of the road below 50 mph, as this would potentially reduce the length of embankment required leading to a potential reduction in construction costs, flood and visual impacts.
- (ix) We are proposing to engage in further discussions with the LMA promoter to set out our preferred approach for securing technical approval for the Southern Extension from the County Council. These discussions will consider a range of issues including the proposed specification of the route as described above.

¹ Stratford-upon-Avon Western Relief Road - Bridge Opportunities and Constraints Study, Amec Foster Wheeler (June 2015)

(c) Demand Management Strategy

- (i) The STA work undertaken to date by SDC, WCC and Highways England has identified key transport interventions which are essential to facilitate the level and spatial distribution of housing and employment growth as set out in the Proposed Modifications to the Core Strategy. These are as follows:
 - Stratford Transport Package schemes which provide additional capacity at key pinch points on the local and strategic highway networks in and around Stratford upon Avon.
 - The proposed WRR in conjunction with the Southern Extension which are essential to support the scale of development proposed at LMA.
- (ii) Further work is currently being undertaken by VM to identify a preferred form of junction at the A3400 Shipston Road/B4632 Clifford Lane and A3400 Shipston Road/B4390 Trinity Way/Seven Meadows Road roundabouts assuming full build-out of LMA.
- (iii) In addition to the above infrastructure measures, a progressive approach will be required to manage traffic impacts in and around Stratford town centre and to reduce their environmental impact.
- (iv) The scale of development proposed requires a radical approach to be adopted not only in the historic core of the town but also on radial routes. Of particular concern is the congested A3400 Birmingham Road corridor where an improvement scheme is currently being developed by the County Council.
- (v) There is also a need to reduce the environmental impact of increasing traffic levels on Clopton Bridge, a Scheduled Ancient Monument carrying approximately 23,000 vehicles per day including a large number of HGVs.
- (vi) A scheme has recently been proposed to provide traffic signals on both sides of Clopton Bridge as part of the mitigation package for committed development at Meon Vale to the south of LMA.
- (vii) VM is currently investigating what level of further growth in the area is likely to expunge the capacity at this location with the proposed mitigation scheme in place. [NB. this assessment is due to be published shortly.]
- (viii) Work is currently underway to develop a Transport Strategy for Stratford upon Avon town and the wider District in partnership with Stratford on Avon District Council and other stakeholders.

- (ix) This will seek to complement the infrastructure interventions set out in the IDP by encouraging a greater proportion of trips to be undertaken by sustainable modes as an alternative to the private car.
- (x) It is proposed to commission a specific piece of work in 2016/17 to look in detail at the benefits and potential application of a demand management led approach in the medium to longer term. This 'toolkit' approach could potentially include the following:
- Joint review of parking policy in partnership with the District Council to consider the role of parking policy and Park and Ride in managing demand for access to the town centre.
 - Improved signing strategy to manage tourist and visitor demands.
 - Possible reallocation of roadspace for use by sustainable modes.
 - Possible further pedestrian priority in the town centre.
 - Improved connectivity for pedestrians and cyclists particularly across the River Avon.
 - Promoting Smarter Choices through the County Council's 'Choose How You Move' initiative.
 - Car Sharing Initiatives.
 - Workplace Travel Planning.
 - Safer Routes to School/School Travel Planning.
 - Encouraging Flexible Working.