

Warwick District Council - New Local Plan Preferred Options Consultation

The Highways Agency (HA) welcomes the opportunity to comment on the Local Plan Preferred Options consultation.

The HA is responsible for maintaining, operating and improving the Strategic Road Network (SRN) in England on behalf of the Secretary of State for Transport. As outlined in Chapter 14 – Transport, the district lies in a close proximity to the SRN (A45, A46, M40 and M42).

We are aware that the SHLAA originally identified that a significant number of dwellings could be accommodated on sites to the south of Warwick and Leamington Spa. On the basis that around 6,000 homes in this area would have significant implications on transport infrastructure, particularly increased car journeys between the Europa Way area, the town centres and the M40, the preferred option now locates some development to the north of Leamington Spa and Warwick.

The Preferred Options document refers to the consideration of 4 options for housing growth, each of which were subject to strategic testing by the County Council using S-Paramics micro-simulation traffic model. The HA was also involved in the assessment. The outcome of this assessment concluded that all options will have implications in terms of traffic impact and that mitigation will be required on the SRN in order to accommodate the proposed growth.

The Strategic Transport Assessment suggested a range of transport infrastructure in order to minimise the impact of the new development, and it is welcome that these are embodied in the Council's IDP. Of immediate interest to the HA in the list of proposed transport schemes are:-

- Dalehouse Lane, A46/C32 & C32/B4115, Signalise A46/C32, increased capacity at Dalehouse junction and convert C32/B4115 to roundabout;
- Thickthorn Roundabout, Full signalisation;
- A452 Europa Way and Banbury Spur Full dualling from M40 to Gallows Hill;
- Leamington Northern Relief Road;
- M40 Junction 13 and 14 Dualling J14 off-slip & signalising J13; and
- A452 between Kenilworth and Leamington, Dualling NB & SB from Blackdown to Thickthorn.

The District's Preferred Option slightly differs however to the 4 options that have been previously assessed using S-Paramics model. Therefore, in the event that the Council resolves to pursue the Preferred Option a more detailed modelling exercise should be undertaken in order to test this scenario more fully and to refine the likely requirements for mitigation.

The Preferred Option document identifies the likely phase within which each site may be developed. However, the preferred option does not comment on the deliverability of the proposed development sites or the associated deliverability of the related infrastructure requirements. We need to ensure that the preferred option for development has the necessary transport infrastructure to support growth.

We will continue to work collaboratively with you to ensure that the necessary infrastructure is viable, with appropriate funding and delivery mechanisms identified to ensure a sound strategy.