



**PLANNING APPLICATION TO WARWICK DISTRICT COUNCIL.**

**145 ADDITIONAL RAIL PASSENGER CAR PARKING SPACES, LAND TO THE NORTH OF LEAMINGTON SPA STATION.**

**ADDITIONAL SUBMISSION – COMMENTARY ON TRAFFIC IMPACT.**

**BACKGROUND:**

Chiltern Railways submitted a transportation statement with the planning application to provide an additional 145 rail passenger car parking spaces at Leamington Spa station. Consultants, Colin Buchanan & Partners, prepared that statement.

The basis of our submission is that the additional car parking spaces are required to meet growing public demand for rail travel from Leamington Spa station. The submission demonstrates that the impact of traffic generated by the additional 145 spaces on the local highway network will be minimal in that the majority of passengers arrive at the station before the local morning peak and return after the evening peak.

Notwithstanding the case put forward in our original submission we have been advised by Warwick District Council that Warwickshire County Council, the local highway authority, has objected to Chiltern Railway's planning application on the ground that traffic generated by the new car park will add a further strain to the existing saturated peak hour road network.

The purpose of this revised submission is to provide further evidence to substantiate our claim that traffic entering and leaving the proposed car park will do so at times before and after the morning and evening peaks.

In addition we will refer to the submission of amended drawings, which show improvements to the cycle and pedestrian routes through the car park.

## **SCHEDULE OF AMENDED DRAWINGS:**

Drawing no. 205071. L101. Site survey.

Drawing no. 205071. L102. Amended car park layout, showing 145 parking spaces, the existing junction arrangement, continuous 3m wide footpath / cycleway between Station Approach and the station subway, landscaping proposals and the approximate location of the proposed northern entrance to the station.

Drawing no. L103. Cross sections (east and west) showing 3m wide footpath and cycleway.

## **PROVIDING CAPACITY TO MEET PASSENGER DEMAND.**

Since rail privatisation Chiltern Railways has stimulated significant passenger growth in the Birmingham – Banbury – London Marylebone corridor. In the ten-year period between 1995 and 2005 passenger numbers on the Chiltern route have risen from 5 million a year to about 13 million. Chiltern Railways has accommodated that growth by facilitating over £300m of investment in the same period on new and refurbished trains, track improvements, new and improved stations, new bus services, bus interchanges and car parks.

At Leamington Spa, managed by Chiltern since 2004, patronage grew by 17% in the period between December 2004 and December 2005. Although Chiltern has improved bus facilities at the station, in partnership with the County Council, it is known that the majority of rail passengers (63%) still choose to drive to the station (see 'census' results below). Passengers choosing to drive to the station do so largely as a consequence of the distance between home and station but thereafter complete the significant leg of their journey by train. On busy business days, Monday to Friday, this continued growth in demand means that the existing station car parks are usually full by 0830. There being no opportunity to continue to support the commuter market and for off-peak and leisure travellers to park at the station. If potential rail passengers cannot access the station by their preferred means of transport it is our view that the majority of entire journeys will be made by private car rather than public transport.

## The Chiltern Railways Census.

### Profile of Users

Chiltern Railways undertook a "census" survey at main stations, including Leamington Spa, in May 2005. A selection of key results is presented below, for the entire survey sample and specifically for Leamington Spa:

<i>Profile</i>	<i>Overall for Survey</i>	<i>Leamington Spa</i>
Commuter	58%	43%
Business	26%	41%
Leisure	14%	17%

The market at Leamington Spa is clearly skewed towards business travel to a greater extent than the Chiltern average. This is partly a feature of the distance to London, but would be expected to be counteracted by the level of commuting to Birmingham not experienced at other Chiltern stations in the sample. The importance of business travel therefore emphasises the importance of accessibility to the station for relatively infrequent users.

<i>Distance to Station</i>	<i>Overall for Survey</i>	<i>Leamington Spa</i>
Up to 0.5 miles	17%	16%
0.5 to 1 mile	16%	30%
1.1 to 1.5 miles	11%	21%
1.6 to 2 miles	6%	6%
Over 2 miles	50%	25%

The average distance to station is largely a feature of the proximity of the catchment population within the town. Thus 67% of the Leamington Spa sample started their journey within 1.5 miles of the station. Nevertheless, 25% of respondents – this may be considered a surprisingly high result, particularly given the presence of Warwick Parkway – came from over 2 miles from the station.

<i>Mode to Station</i>	<i>Overall for Survey</i>	<i>Leamington Spa</i>
Car	69%	63%
Car driver	53%	49%
Car passenger	16%	14%
Walking	21%	31%
Bus/coach	3%	0%
Cycle	2%	4%
Other	1%	0%

It is notable that generally, the results for Leamington Spa are quite close to the average for all categories, with the exception of the high proportion walking.



*Car users who parked in the station car park*

*Overall for Survey*

67%

*Leamington Spa*

30%

Leamington Spa's sample demonstrates a marked below-average result in terms of car users parking at the station. Thus there are a high proportion of car users who are either being dropped off, or are parking elsewhere. Of those parking nearby, mention was made of both the cost and difficulty of finding a space, although the questionnaire did not directly ask questions to this level of detail.

**Census Conclusions**

It can be concluded from the Chiltern census results that Leamington Spa station is not the most accessible in the sample. The profile of users demonstrates lower than average access by car, a feature of the catchment population in proximity. Nevertheless, 25% of users come more than 2 miles to access the station, and of those respondents parking their car, many are not parking in the station car park. Many mention the difficulty of finding a space.

**Chiltern Railways Service Pattern.**

Chiltern Railways' assertion is that the majority of passengers arriving at the station by car will do so before the start of the morning peak and return to their cars after the end of the evening peak.

Assuming that commuters and business travellers aim to be at their destination by 0900 and are unlikely to leave their work place until the later part of the business day, passengers will use one or other of the following trains:

Chiltern services – southbound.

<b>To London</b>			
Depart Leamington Spa	0607	Arrive London	0736
	0650		0822
	0711		0856
	0726		0859
<b>From London</b>			
Depart London	1630	Arrive Leamington	1757
	1635		1820
	1700		1824
	1720		1856
	1741		1915
	1755		1924

Chiltern services – northbound.

<b>To Birmingham</b>			
Depart Leamington	0641	Arrive Birmingham	0740
	0724		0811
	0747		0837
	0803		0851
<b>To Leamington</b>			
Depart Birmingham	1610	Arrive Leamington	1652
	1652		1724
	1710		1752
	1752		1829

Based on our assessment of total rail journeys from Leamington Spa it is estimated that 51% of passengers travel north and 49% of passengers travel south. This analysis shows that the majority of passengers must be at the station by 0730 if they are to catch a time that will get them to their destination on time to start the business day.

### **Improvements to routes for cyclists and pedestrians.**

To address concerns regarding the safety and convenience of the cycle and pedestrian (of particular importance given the census results for pedestrians) routes through the proposed car park we have made the following amendments to the drawings:

- Revisions to show the car park served from the existing road layout and the potential to incorporate a new northern entrance to the station.
- Revisions to show a 3m wide footpath for pedestrians and cyclists (separated from the car park and vehicle flow).

With regard to lighting and CCTV we can confirm that new lighting & CCTV will be non-intrusive to nearby residents. Lamp heads will be directed to face the car park surface and be fitted with back shields to minimise light spillage and ensure that light sources are not visible. CCTV coverage will include the new footway but will not intrude on local residents.

In addition Chiltern Railways was asked to provide reasoned justification for not providing a pedestrian access from the car park to Lower Avenue. Chiltern Railways' acknowledges that the District Council's existing policy for the area envisages that a footpath link will be provided as part of the redevelopment of the area linking Station Approach to Lower Avenue, the Council's reasoning is that such a link will improve the permeability of the area

for pedestrians. Having carefully considered this requirement, Chiltern Railways suggests that the footpath link is not necessary for the following reasons:

- The main pedestrian flow from Station Approach to the railway station originates in the town centre and is destined for the station and the Old Town, and vice-versa. This flow is best accommodated by the lit and CCTV patrolled route via the station subway (linking to light-controlled pedestrian crossings at either end), rather than a route to Lower Avenue. The route to Lower Avenue would join a narrow pavement at a point where pedestrians are more likely to cross at random and in danger from traffic.
- By providing a safe and convenient cycle and pedestrian route in the manner shown on the amended drawings, Chiltern Railways working with local Police, will be better able to monitor the personal safety and security of those people passing through this part of the town. Creating an additional access to the poorly lit Lower Avenue could introduce a new danger to pedestrians and compromise the security of vehicles parked at the station.

For these reasons Chiltern Railways suggests that there is no material benefit to the local community by providing a new link to Lower Avenue. Moreover, a safer and more convenient route between the town centre and the Old Town is provided via the station.

## **CONCLUSIONS.**

To conclude we submit that the proposal to provide an additional 145 rail passenger car parking spaces in the manner proposed:

- Is required to support the average 17% annual growth in the number of rail journeys made from Leamington Spa station.
- That notwithstanding the recent improvements to bus access to the station forecourt, the majority of passengers (as a consequence of the distance travelled between home and station) drives to the station. Whilst continuing to support initiatives that improve access to the station by 'green' modes we aim to cater for passengers who chose to drive rather than those people use their cars for their entire journey.
- Governed by the need to arrive at work on time and leave at the end of the business day (whether working in Birmingham or London) a study of Chiltern Railways' train service pattern shows that the vast majority of passengers will arrive at Leamington station before the start of the morning peak and will not return until the end, if not after, the evening peak.

It is for these reasons that we believe that the operation of the proposed 145 car park for rail passengers will have no material impact on congestion and general operation of the Leamington Spa town centre road network but will make a positive contribution to encouraging more people to travel by train.

**Stuart Yeatman.**

**Head of Property Development. Laing Rail & Chiltern Railways.**

08.02.06