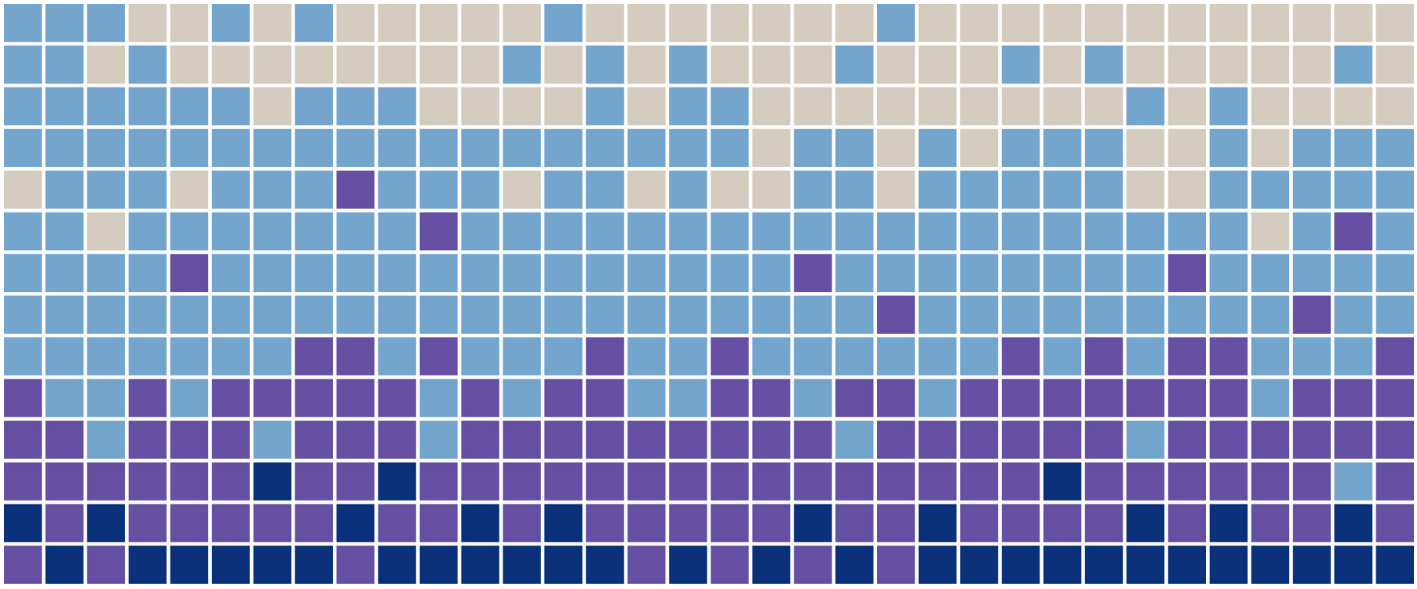

Leamington Spa Station Area Development Brief

Highways and Transportation Report

Warwick District Council

June 2008

QM

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1 Introduction

1.1 BACKGROUND

1.1.1 WSP Development and Transportation (WSPD&T) have been appointed by Warwick District Council (WDC) alongside a consultant team including GVA Grimleys and TWS Architects in order to provide inputs into a development brief document for the regeneration of the Leamington Spa station area.

1.1.2 This transportation and highways report has been prepared in order to inform on constraints and opportunities when considering highways and transportation in relation to each land parcel and the comprehensive development of the site as a whole

1.1.3 The site area under consideration is shown on **Figure 1.1**.

1.2 SCOPE OF REPORT

1.2.1 This report sets out the baseline information, proposals (set out in the masterplan options developed by TWS Architects) and opportunities and constraints when considering the proposals in the following chapters:

- Local highway conditions;
- Site access;
- Public transport;
- Walking links;
- Cycling links;
- Permeability; and
- Parking.

2 Local Highway Conditions

2.1 EXISTING SITUATION

2.1.1 The local highway network surrounding the development brief area was observed during the AM peak period (0800-0900) and the PM peak period (1700-1800) on Tuesday 26 February 2008. All junctions in the area immediately surrounding the station area did experience large volumes of traffic and queues were quite large in places, however with the exception of those areas mentioned below, the heavy traffic flows and queues did clear quickly.

2.1.2 Traffic on the highway network was heavy between 0730-0900 and 1630-1800 although the network did seem to operate without too many problems with the exception of a number of locations which are as follows:

- Long queues were observed at the Princes Drive/Park Drive/Waste Centre Access roundabout on the Park Drive arm in the AM peak period. These queues were long enough to interfere with the operation of the Adelaide Road/Avenue Road mini-roundabout;
- Long queues were observed at the Adelaide Road/Avenue Road mini-roundabout junction on the Adelaide Road north and Avenue Road east arms in the AM peak period. It is likely that these were largely due to the queues from the Princes Drive/Park Drive/Waste Centre Access roundabout interfering with the operation of this junction;
- Queues on Spencer Road to the east of the Spencer Road/Lower Avenue priority junction caused long queues on Lower Avenue in both the AM and PM peak periods;
- Buses turning left and stopping at the bus stops immediately to the north of the Spencer Street/Victoria Terrace/Bath Street junction interfere with the operation of this junction; and
- Large traffic queues (20 to 30 vehicles) were observed on Bath Street in both the AM and PM peak periods.

2.2 DISCUSSION WITH LOCAL HIGHWAY AUTHORITY

2.2.1 Following a meeting with Warwickshire County Council (WCC) transport officers on Tuesday 26 February 2008 it was indicated that conditions on the local highway network were as follows:

- Traffic conditions are lighter than would normally be in existence, particularly on Old Warwick Road, due to perceived congestion problems people try to avoid this area;
- The AM and PM peak periods are displaced over longer time periods than the 'traditional' 0800 to 0900 AM peak hour and 1700 to 1800 PM peak hour due to congestion problems (i.e. people are making their journeys earlier or later to avoid the traditional peak periods);
- There is a Leamington and Warwick wide interaction, so wider linkages will possibly require exploration when considering possible uses of land parcels;
- The Princes Drive/Park Drive/Waste Centre Access roundabout and the Princes Drive/Old Warwick Road/Europa Way/Myton Road roundabout were identified as key problem areas of concern by WCC as there is simply not enough spare capacity at these junctions available to deal with more traffic. Saturdays were highlighted as

being particularly congested, largely due to the waste centre and vehicles queuing to enter the waste centre;

- A lot of people make longer journeys around the outskirts of Leamington Spa to avoid congested areas in the centre;
- Traffic over the River Leam bridges at Princes Drive, Adelaide Road and Victoria Terrace has only increased by around 10% in the last 8 or 9 years, however traffic on outer routes has increased by up to 50% in some places as people try to avoid the congested areas in the centre of Leamington;
- A lot of drivers make longer journeys in terms of distance to avoid time delays on more direct routes to their destinations, which is having an effect at junctions in locations on the periphery of Leamington Spa;
- Myton Road is one of the roads which people try to avoid due to long queues, especially at school run times;
- People also tend to avoid High Street, instead opting to use Willes Road when attempting to access the centre of Leamington;
- Europa Way (for traffic in a northbound direction) is often gridlocked all the way back to the M40 motorway at junction 14;
- York Road is a particularly sensitive route due to 'rat running' traffic attempting to avoid queues on Adelaide Road. There were proposals to provide frontage access only on this route, however this has not yet gone ahead;
- Other developments in the area were also mentioned including land to the south of Harbury Lane (a lot of developers have options on sites here), and land to the east of Europa Way (no further information was available). These may need to be considered as committed developments in more detailed work at a later stage; and
- An issue was noted with right turning traffic from Dormer Road to Adelaide Road to the north of the station area, whereby right turning vehicles from Dormer Road have difficulty completing the manoeuvre due to heavy traffic flows on Adelaide Road.

2.3 SUMMARY

2.3.1 It is therefore evident that the impacts of any development proposals in terms of development traffic and its anticipated distribution across the local highway network must be carefully considered. Proposals should seek to reduce the impact of development traffic via the promotion of a sustainable mode shift away from the private car as well as explore mitigation measures to alleviate potential traffic impacts.

3 Site Access

3.1 INTRODUCTION

3.1.1 There are a number of existing access points into the parcels of land covered by the station area development brief, each of which will be discussed in turn in the paragraphs below. All existing site access junctions are indicated on an existing access plan, included at **Appendix A** of this report. The location of each land parcel is indicated on the land ownership plan included at **Appendix B** of this report.

3.2 LAND PARCEL 1

3.2.1 Existing vehicular access to land parcel 1 is via a simple priority junction formed with Princes Drive. There is a level difference from low to high going into the site from Princes Drive. Visibility at this site access junction is fairly poor in both directions. Any options to reposition the access would be limited due to the pedestrian footbridge over Princes Drive and the railway bridge. There is some scope to provide a ghost island right turn from Princes drive into the site due to the road width of Princes Drive however this would reduce the length of the existing right turn lane on the approach to the fords roundabout and would likely be detrimental to the operation of the Princes Drive arm of this roundabout. There have been previous proposals for providing access to this land parcel, as shown on **Drawing 2665/23** included at **Appendix C** which do not include a ghost island right turn lane for vehicles accessing the site. These access proposals appear to be sound. It must be noted that this application was refused, but not on highways grounds.

3.3 LAND PARCEL 2

3.3.1 Existing vehicular access to land parcel 2 is via two priority controlled junctions. The first junction is situated on Old Warwick Road, whilst the second is situated on Princes Drive. The whole site frontage of land parcel 2 on Old Warwick Road is situated within a 40mph zone, therefore subjecting any access proposals to visibility standards set out in the Design Manual for Roads and Bridges which would indicate that visibility splays are likely to be required of 9m by 120m. In terms of the current access positioning and current level of visibility on Old Warwick Road, no issues have been noted and visibility is good in both directions. It must be noted that visibility to the right is constrained by the central island of the Princes Drive / Old Warwick Road / Europa Way / Myton Road roundabout, however if an improvement to this were sought a proposed site access could be situated further to the east along Old Warwick Road without any obvious detrimental effect on visibility.

3.3.2 The existing site access junction on Princes Drive is situated in a 30mph zone. There are potential constraints to visibility from this site access junction or any proposed site access junction due to the horizontal curvature of Princes Drive, the pedestrian footbridge over Princes Drive and the railway bridge over Princes Drive. There is potential to provide a ghost island right turn lane in this location to facilitate safer right turn manoeuvres into the site, however this would require detailed consideration due to the site access junction into land parcel 1 and the service area access/customer egress only junction for the retail units adjacent to the Homebase site. Both of the aforementioned junctions are situated on the western side of Princes Drive a short distance to the south of the ford foundry site access. Traffic queues on the Princes Drive arm of the Princes Drive / Old Warwick Road / Europa Way / Myton Road roundabout would likely block an access if it was situated on Princes Drive and any reduction in lane space due to an access proposal would likely exacerbate the queuing problem further.

3.3.3 In terms of providing an access into land parcel 2, it is recommended that options on Old Warwick Road are favoured rather than on Princes Drive due to fewer constraints being encountered on Old Warwick Road.

3.4 LAND PARCEL 3

3.4.1 Existing vehicular access to land parcel 3 (Spa Garage) is via a dropped kerb and over the pedestrian footway going into the site. This access is situated in a 40mph zone making any proposals subject to the visibility standards set out in the Design Manual for Roads and Bridges, as discussed above. Existing visibility is good however this access is situated on the outside of a large bend in the road which may affect future visibility requirements.

3.5 LAND PARCEL 4

3.5.1 Existing vehicular access to land parcel 4 (Jewsons) is via a simple priority junction formed with Old Warwick Road. This access is situated in a 40mph zone making any proposals subject to the visibility standards set out in the Design Manual for Roads and Bridges, as discussed above. Visibility from the site access junction to the left is good; however this access is also situated on the outside of a large bend in the road which may affect visibility to the right when considering future site proposals. During our site visit an articulated vehicle was observed exiting this junction with no apparent problems encountered.

3.6 LAND PARCEL 5

3.6.1 Existing vehicular access to land parcel 5 (Travis Perkins) is via a dropped kerb and over the pedestrian footway going into the site. This access is situated in a 40mph zone making any proposals subject to the visibility standards set out in the Design Manual for Roads and Bridges, as discussed above. Visibility is good to the right of the junction, whilst visibility to the left is constrained by the vertical alignment of Old Warwick Road adjacent to the Leamington Spa railway station frontage. There is a row of mature trees situated along the site frontage which may limit future access aspirations in terms of visibility and access positioning.

3.7 LAND PARCEL 6

3.7.1 Existing vehicular access to land parcel 6 is via four junctions. All site access junctions for land parcel 6 are within a 30mph zone however speed surveys are likely to be required to inform on traffic speeds on Old Warwick Road and hence suitable levels of junction visibility if alternative access arrangements were to be explored.

3.7.2 The westernmost junction provides access and egress to the westernmost passenger car park. Visibility to the left from this junction is impeded by an existing building and visibility to the right is impeded by the existing advertising hoardings. Parking in this car park was at levels above the capacity of the car park at the time of our site visit which resulted in narrowing of the site access entrance due to parked vehicles.

3.7.3 The second access to land parcel 6 is situated immediately to the east of a brick building and provides access and egress to the staff parking area for Leamington Spa railway station. There is a level difference from low to high going into the site. Visibility is poor in both directions from this junction due to the brick building to the right hand side and vegetation to the left hand side of the access road on the junction approach when exiting the site.

3.7.4 Immediately to the east of the staff car park access junction is the entry only site access junction to the front of Leamington Spa railway station car park. There is a level difference from high to low going into the site.

3.7.5 At the easternmost extent of land parcel 6 is an egress only junction situated on Old Warwick Road, a short distance to the west of the Lower Avenue/High Street/Tachbrook Road/Old Warwick Road signal controlled junction. This junction provides egress from the easternmost railway station car parking area. There are yellow hatched road markings on both lanes of Old Warwick Road adjacent to this junction ensuring that queues from the Lower Avenue/High Street/Tachbrook Road/Old Warwick Road signal controlled junction do not block traffic exiting the station car park.

3.7.6 It is worth noting that all of the land parcels situated on Old Warwick Road (2-6 inclusive) have existing potential visibility constraints. All visibility measurements would have to take any features which may block visibility into account on Old Warwick Road. These include fences, landscaping, existing buildings which may be retained as a result of the development proposals, the electricity substation in land parcel 3, the mature trees in land parcel 5 and the advertising hoardings adjacent to the station car park in land parcel 6.

3.8 LAND PARCEL 7

3.8.1 Land parcel 7 is a thin parcel of land occupied by one of the Leamington Spa railway station platforms. Access to this land parcel is via foot only and only onto the station platform.

3.9 LAND PARCEL 8

3.9.1 Existing access to land parcel 8 is via Station Approach. Land parcel 8 has no vehicular access and is currently crossed by the pedestrian/cycle route between the railway station and Leamington town centre. Vehicular access to this land parcel has been considered from Lower Avenue and from Station Approach. Vehicular access from Lower Avenue would be difficult to achieve due to the level difference between Lower Avenue and land parcel 8 (land parcel 8 is at a greater elevation than Lower Avenue) and potential visibility constraints are present, caused by the location of existing property boundaries on Lower Avenue and the railway bridge crossing over the road.

3.9.2 Access to land parcel 8 could be achieved via Station Approach as level differences are minimal. Care would be required when considering access proposals due to there being a number of mature trees on Station Approach which could provide constraints in terms of access positioning and visibility from the access. It is recommended that any access proposals take these into account.

3.10 LAND PARCEL 9

3.10.1 Existing vehicular access to land parcel 9 is via Station Approach. There are currently four simple priority junctions providing access and egress from this land parcel. Visibility from each junction is currently impeded by parked cars and the curvature of Station Approach. An access in the centre of the site frontage would provide an improvement to visibility from a potential access in this location as well as increasing the distance between potential accesses to land parcel 8 and land parcels 12 and 13.

3.11 LAND PARCELS 10 AND 11

3.11.1 Existing vehicular access to land parcels 10 and 11 is via Station Approach. Land parcel 10 is a thin slither of land which is currently occupied by a small office building, a small car park, a café and a taxi cab office. Land parcel 11 is a place of worship. The two roads comprising Station Approach are at different levels to each other and land parcel 10 is situated on the lower of the two levels. Careful consideration of visibility splay requirements will be important when considering access/egress arrangements for this land parcel.

3.12 LAND PARCEL 12

3.12.1 Existing vehicular access to land parcel 12 is via Station Approach. Land parcel 12 is the Stagecoach bus depot. Visibility to the left at this junction is impeded by existing fences and the curvature of Station Approach whilst visibility to the right is good at the mouth of the junction. A number of buses as well as a car transporter were observed exiting this junction without any difficulties.

3.13 LAND PARCEL 13

3.13.1 Existing vehicular access to land parcel 13 is via Station Approach. The existing access takes the form of a simple priority junction; however visibility from the junction is poor due to its current position in relation to the curvature of Station Approach. There is also a level difference from low to high going into the site.

3.13.2 The option of providing an access to land parcel 13 via Park Drive has been explored. It is likely that this would be difficult, if not impossible to achieve due to the large level differences between Park Drive and the land parcel where Park Drive is considerably lower than land parcel 13. The curvature of Park Drive may provide a constraint in terms of junction visibility. The traffic queues on Park Drive observed in the AM peak period would also likely result in capacity issues at any proposed junction as they would block vehicles attempting to enter and exit the site.

3.14 LAND PARCEL 14

3.14.1 There is no existing vehicular access to land parcel 14. There is a gated access situated on Princes Drive, although this is not linked to any footways and it was not obvious at the time of our site visit whether it was still in use. The access was narrow, there were no corner radii to facilitate easier turning movements into and out of the site and a kerb would have to be crossed to access the site indicating that the current access arrangements are not suitable for vehicles.

3.14.2 Any access proposals in this location for land parcel 14 would need to consider the operation of the Princes Drive/Park Drive/Waste Centre access roundabout, visibility constraints due to the horizontal curvature of Princes Drive, location of the pedestrian footbridge over Princes Drive and the location of the railway bridge over Princes Drive.

3.14.3 A right turn lane could be provided for those accessing the land parcel 14, however this may impact upon the operation of the Princes Drive/Park Drive/Waste Centre Access roundabout by reducing available queuing space for right turners on the Princes Drive arm approach to this roundabout.

3.15 GENERAL ACCESS OPPORTUNITIES/CONSTRAINTS

3.15.1 It is worth considering site access for the comprehensive redevelopment of the land parcels. If redeveloping each land parcel individually then an access solution would have to be sought for each individual land parcel. By comprehensively redeveloping a number of the land parcels shared access solutions could be achieved, allowing one land parcel to be accessed via another and potentially making access possible where access solutions for each single plot are not achievable.

3.15.2 Suitable forms of access for each land parcel would need to be informed by traffic flow data as well as forecast vehicle flows for potential land uses on each land parcel.

3.15.3 In terms of all site access options which may be explored as part of the development proposals it is important that the assimilation of traffic onto the local highway network is given the utmost consideration so that congestion problems throughout the local highway network are not exacerbated further.

3.15.4 It is also worth noting that any site access options will also have to consider visibility in relation to third party land. All proposed site access options should therefore be considered in relation to the constraints of the land parcels themselves as well as the extents of the adopted highway, provided by WDC, as shown at **Appendix D** of this report.

3.16 PREVIOUS ACCESS PROPOSALS

3.16.1 A study of the planning history of the station area reveals a number of proposals for site accesses into a number of the aforementioned land parcels. **Drawing LSPA/CP/01**, included at **Appendix E**, which comprised part of the planning application for the Miller Homes residential application shows some access proposals for land parcels 8, 9, 12 and 13. As part of these proposals Station Approach will become open to two-way traffic and will be realigned and reconstructed.

3.16.2 WCC have indicated that the planning applications for land parcels 8, 9 and 13 will result in the signalisation of the Adelaide Road/Avenue Road mini roundabout junction, the Station Approach/Avenue Road simple priority junction and the Spencer Street/Lower Avenue simple priority junction to mitigate for the traffic impacts of the combined redevelopment of these land parcels.

3.17 SUMMARY

3.17.1 When considering site access options, WCC have stated that “Transport and Roads for Developments: The Warwickshire Guide 2001” is still the current best practice guidance; however, this document does require updating and does not take into account Manual for Streets (MfS). WCC aim to update their highway design guidance later this year. WCC have also stated that in the meantime if a development is served by a highway with a suitable speed limit and can be classed as a 'street' then MfS would be the design guidance of choice.

4 Public Transport

4.1 EXISTING BUS SERVICES AND PROVISION/FACILITIES

4.1.1 There are a number of bus stops in the area surrounding the Leamington Spa railway station area, as illustrated on the Leamington and Warwick Town Services route map, included at **Appendix F**. There is an additional bus stop not indicated on the route map situated on the northern side of Avenue Road adjacent to the Avenue Road/Station Approach priority junction, this stop serves the number X17, 67 and 68 bus services

4.1.2 There is potentially an opportunity to divert existing bus services onto Station Approach as a result of the development proposals to provide easier access to land parcels 7, 8, 9, 10, 11, 12 and 13 and thereby promote public transport patronage for those who do not choose to access the area by rail.

4.1.3 The existing bus depot which serves buses operating around the Leamington Spa and Warwick area is situated to the south-west of Station Approach and occupies land parcel 12 as shown on the land ownership plan included at **Appendix B** of this report. Vehicular access to the bus depot is via Station Approach with buses accessing Station Approach from the east at the Avenue Road/Station Approach simple priority junction and egress from Station Approach is via the Adelaide Road/The Avenue mini-roundabout.

4.1.4 The existing route to the bus depot is currently onerous due to parked cars situated throughout Station Approach. Buses were observed undertaking onerous manoeuvres, often assisted by another driver on foot to navigate Station Approach.

4.1.5 It is recommended that a controlled parking zone is provided to reduce the impact of car parking on Station Approach and that any shortfall in parking as a result can be compensated for by provision of a station car park as already applied for but rejected. This would not result in any additional parking in the area it would instead formalise the existing arrangements. It must be noted that on street parking is currently free of charge in uncontrolled areas whereas the current railway station car parking is available at a charge thereby possibly making this a contentious issue.

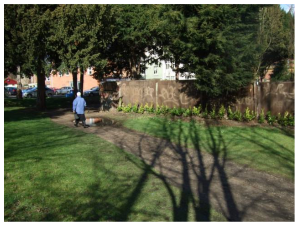
4.2 EXISTING RAIL SERVICES AND PROVISION/FACILITIES

4.2.1 Leamington Spa railway station is managed by Chiltern Trains and offers direct rail services to both Birmingham and London, stopping at other stations en-route, where interchange to numerous other UK destinations can be achieved. The railway station is currently being refurbished with improvements to the ticket hall and waiting room and the installation of ticket barriers currently being carried out. WCC have also briefly outlined discussions with Chiltern Railways relating to the development of a bus/rail interchange on Old Warwick Road, which may potentially incorporate the existing bus stops and pedestrian crossings on Old Warwick Road adjacent to the railway station site frontage.

4.3 PROPOSALS

4.3.1 WCC have also indicated in their Local Transport Plan (LTP), proposals as part of the SPARK public transport scheme to install a park and ride facility to the south of the site in close proximity to the Europa Way/Heathcote Lane/Harbury Lane/Gallows Hill roundabout. WCC have indicated that they are in discussions with Chiltern Railways relating to the use of the park and ride site as station car parking, thus negating the requirement for additional parking provision for the railway station on-site.

5 Walking



5.1 EXISTING PROVISION

5.1.1 Pedestrian linkages are generally good throughout the site and most of the surrounding area; exceptions to this are as follows:

- On-street parking on Station Approach blocks footways throughout the area;
- The pedestrian link between Leamington Spa railway station and Leamington Spa town centre: does not follow the pedestrian desire line between the station and Avenue Road. This route does have street lighting but natural surveillance from surrounding properties is poor, possibly making it unattractive to users after dark, this route is shown on **Figure 5.1**. A portion of this route is a pedestrian/cyclist subway running beneath the railway station buildings and railway tracks. There is lighting provided at this section of the route, however it is not sufficient to clearly light the subway. Some users may find the subway route, combined with the poor level of lighting provision intimidating and therefore be discouraged from using this route.
- The pedestrian footways on both sides of Lower Avenue are narrow, especially under the railway bridge which crosses over the road;
- Footways are only present on the western side of Princes Drive between the fords roundabout and the Princes Drive/Park Drive/Waste Centre Access roundabout. The pedestrian footbridge is the safest route across Princes Drive although the majority of pedestrians were observed not using it;
- Pedestrian routes at the Princes Drive/Park Drive/Waste Centre Access roundabout: are disjointed, either ending abruptly with no safe crossing points or not following pedestrian desire lines. The footways are also very narrow in this location; and
- Pedestrians would experience difficulties when attempting to cross roads at the Europa Way/Queensway/Tachbrook Park Drive roundabout. The footways and crossings in this location do not follow pedestrian desire lines.

5.2 PROPOSALS

5.2.1 A pedestrian link to Lower Avenue via land parcel 8 could be feasible, however level differences would have to be considered carefully. The width of the footway on Lower Avenue could also result in difficulties when considering such a linkage. This was explored as an option in the Colin Buchanan and Partners report on traffic impact in relation to a planning application for additional car parking for Leamington Spa railway station, included at **Appendix G**, but was not included in the development proposals, due to a number of negative factors.

5.2.2 Any development proposals would have to consider walking and cycling isochrones and distances/routes to public transport and key local amenities

6 Cycling

6.1 EXISTING PROVISION

6.1.1 The site is surrounded by a good network of cycle routes offering permeability by bicycle in all directions from the site as shown on the Leamington and Warwick Cycle Route Network map included at **Appendix H**. These cycle routes comprise on-road cycle lanes, off-road tracks or shared use footways/cycleways, canal towpaths or recommended routes (often following quieter roads or those with lower vehicle speeds). This map indicates existing cycle routes, LTP proposed cycle routes and routes for possible cycleway improvements.

6.1.2 Following our site visit it was noted that off-road cycle lanes had been provided on Tachbrook Road, on-road cycle lanes have been provided on Princes Drive to the west of the Princes Drive/Park Drive/Waste Centre access roundabout and a toucan crossing on Old Warwick Road, adjacent to Leamington Spa railway station has also been provided. These routes and crossings are indicated as proposals on the Warwick and Leamington Spa Cycle Route Network map, however on-site observations indicated that these proposals have now been implemented.

6.1.3 Cycle parking is provided in a number of locations, both within the site and in the area surrounding the site, as indicated on the map included at **Appendix H**. Leamington Spa railway station has cycle parking provided at the front of the station building in the form of Sheffield stands as well as a covered cycle rack. Additional cycle parking is also provided on platform 2 with covered Sheffield stands and cycle lockers provided. At the time of our site visit it was noted that the current cycle parking arrangements were well used. WCC have indicated that the current motorcycle and cycle parking at the railway station is being upgraded as part of the overall railway station refurbishment currently being undertaken.

6.1.4 The National Cycle Network route 41 provides a linkage between Rugby, Leamington Spa, Warwick and Stratford upon Avon. This route passes through the site in a north to south direction following the route of the pedestrian walkway between Station Approach and the front of Leamington Spa railway station. An improvement to this route could be provided by segregating pedestrians and cyclists, via coloured surface treatment and road makings on the section between Avenue Road and Old Warwick Road as part of any development proposals for land parcel 6.

6.2 PROPOSALS

6.2.1 The site and area surrounding the site is generally well served by cycle facilities and routes, however it must be noted that additional cycle parking facilities should be provided as a result of any development proposals.

6.2.2 WDC have published a supplementary planning document entitled 'Vehicle Parking Standards' in October 2007. This document is included at **Appendix I** of this report and considers cycle parking levels and the design, layout and siting of cycle parking. Any development proposals should be considered in relation to the guidance set out in this document.

6.2.3 Table 4 of the WDC document specifies cycle parking standards. These are set as 1 space per 200sqm for land use class B1 (offices), 1 space per 500sqm for land use class B2 (general industry) and 1 space per 4 bedrooms for land use class C1 (hotels). Residential cycle parking standards are set as 1 space per unit for apartments, cycle parking provision for houses to be considered on merit. It is specified that in most cases the use of garages and rear gardens for cycle storage would be acceptable as provision.

7 Permeability

7.1 EXISTING LINKAGES

7.1.1 Permeability throughout the site from north to south is constrained by the railway lines with north to south permeability offered via Princes Drive at the western extent of the site, Lower Avenue at the eastern extent of the site and the pedestrian/cyclist route between Lower Avenue and Old Warwick Road

7.1.2 Permeability throughout the area surrounding the site is generally good although permeability to the north is constrained by the crossings over the river Leam; another crossing could potentially be installed however there is no logical place to do this as all existing northbound routes have existing crossing points. The only area lacking a crossing point is Victoria Park between the Adelaide bridge to the east and the Princes Drive bridge to the west, however this area is not recognised as a popular crossing point for any modes of transport due to the lack of obvious destinations to the north of the River Leam in this location.

7.1.3 Permeability to the south of the site is blocked by the canal immediately to the south of Old Warwick Road. Southbound permeability is offered via Europa Way towards the westernmost extent of the site and via Tachbrook Road at the easternmost extent of the site. There is no logical point at which to provide an additional crossing over the canal due to the rear gardens of existing properties immediately to the south of the canal.

8 Parking

8.1 EXISTING PROVISION/FACILITIES ON-STREET

8.1.1 WCC have provided WSPD&T with information about the controlled parking areas within Leamington Spa. This information is included at **Appendix J** of this report and includes details on the locations and types of controlled parking areas.

8.1.2 WCC have no firm data on car parking usage in the station area, although they have indicated that there is a heavy usage by commuters, near to the station in any areas where there are no parking restrictions, particularly York Road, Adelaide Road, Avenue Road, Station Approach, Wise Street and some residential streets to the south of the canal. Observations undertaken during WSPD&T's site visit support this statement with parking on Station Approach noted as being particularly heavy, with the majority of the parked vehicles in this location infringing upon the footways present on Station Approach.

8.1.3 Generally, the areas close to the railway station and areas where it is possible to park in the Old Town experience high levels of on-street parking. WCC have indicated in correspondence that they need to see a reduction in on-street parking pressures in these areas as a result of the proposed re-development.

8.1.4 WCC have also indicated that they are under pressure to increase resident parking protection in the current controlled zones, including the south of the canal, from both rail commuters who cannot, or do not wish to pay to park, and employees in the Old Town and south Leamington areas who will not, or cannot, afford the cost of parking season tickets, where available. There are current proposals to increase resident provision in the Avenue Road area close to the station. There are also proposals to provide eligibility for zone L6 permits to the Bath Street/Spencer Street area for residents not currently in the residents' only parking scheme in this location.

8.1.5 Parking enforcement has been carried out on-street, by WDC since August 2007. However, the level of parking enforcement has been lower than anticipated due to problems recruiting parking wardens.

8.2 RAILWAY STATION PARKING PROVISION

8.2.1 There are a number of car parks in the area surrounding the station area. The first of which is the Leamington Spa station car park. There are three parking areas associated with Leamington Spa station, two of which are for customer usage and the third is for staff usage. Vehicular access to each land parcel has been discussed in earlier sections of this report.

8.2.2 The railway station has a total of 191 car parking spaces which are designated as follows:

- 158 public spaces;
- 4 disabled spaces;
- 4 drop off/pick up spaces;
- 15 staff spaces; and
- 10 tenant (Enterprise Car Hire) spaces.

8.2.3 There are charges for using the customer parking areas at Leamington Spa station. These start at £4.50 per day for arrival before 0900 hours on weekdays and £3.50 per day for arrival after 0900 hours on weekdays and all day on Saturdays. Parking on Sundays and bank holidays is free of charge. Season tickets are also available for those who regularly use the railway station parking areas. Season tickets cost £14.50 per week, £52 per month and £580 per annum.

8.2.4 Parking is enforced by Chiltern Railways staff who man the car park between 0600 hours and 2300 hours Monday to Friday and between 0600 hours and 1300 hours on Saturdays.

8.2.5 WSPD&T's site observations indicated that the railway station car parking areas are heavily utilised, with some customers parking outside of car parking bays in the westernmost station car park.

8.2.6 The easternmost station car parking area is situated immediately to the south of the station entrance. This car park has an area segregated from customer usage by barriers for the use of taxis and rail replacement coaches. There are currently 10 taxi rank spaces available at the front of the railway station. There are parking areas for rail replacement coaches at the front of the railway station building with an additional holding area at the rear of the railway station.

8.2.7 There is further utilisation of the station car park from a vehicle rental business which uses 10 of the available car parking spaces for fleet vehicle parking.

8.2.8 There is no official area for deliveries on site, however Chiltern Railways have informed WSPD&T that the staff car park area is most commonly used for deliveries.

8.2.9 There have been previous planning applications for an additional area of car parking for Leamington Spa station situated in land parcel 8. This application was for the construction of 145 car parking spaces as well as improvements to the existing pedestrian and cycle route running through this land parcel.

8.2.10 This application was accompanied by a commentary on traffic impact included in a report, prepared by Colin Buchanan and Partners, included at **Appendix G** of this report. This report concludes that the additional traffic generated by the additional car parking provision will not have a detrimental effect upon the local highway network as commuters will largely arrive before the AM peak period (0800-0900 hours) and depart after the PM peak period (1700-1800 hours). However, based upon WSPD&T's meeting with WCC highways and transportation officers it is recommended that any proposals for additional station car parking and its subsequent traffic generation are considered in relation to the peak hours at which commuters would be expected to arrive at/depart from Leamington Spa railway station as the AM and PM peak periods are now generally extended over greater periods in the Leamington Spa area. This application was subsequently refused, although this was not on highways grounds.

8.3 EXISTING LOCAL CAR PARK PROVISION

8.3.1 A car parking area is situated on Park Drive immediately to the north of the Princes Drive/Park Drive/Waste Centre access roundabout. This parking area serves Victoria Park and there is a charge for its usage. This car park was relatively underutilised when compared to other car parks in the area, although this may be due to its relatively remote distance from the railway station and town centre when compared to other car parking areas.

8.3.2 A car parking area is situated immediately to the east of Lower Avenue and is accessed via Bath Place. This car park is small and is short stay only and there is a charge for its usage, despite this, site observations indicated heavy usage throughout the day.

8.4 PARKING PROPOSALS

8.4.1 There are also proposals in the WCC Local Transport Plan 2006-2011 for a park and ride site as part of the SPARK scheme. The SPARK scheme is looking to develop a Park and Ride scheme serving the station from a site south of the town centre. In terms of parking, WCC are in discussion with Chiltern Railways about using the Park and Ride as a station car park, with through ticketing available via a rail ticket machine in the Park and Ride car park.

8.5 FUTURE REQUIREMENTS

8.5.1 All vehicle parking proposals should be considered in relation to those set out in WDC's supplementary planning document entitles 'Vehicle Parking Standards', published October 2007. This document is included at **Appendix I** of this report and considers suitable parking levels as well as the design layout and siting of car parking.

8.5.2 With regard to the redevelopment of the area, WCC feel that Leamington Spa currently has more than sufficient parking for the demand. As there is a need and requirement to move towards sustainable transport WCC feel that any additional parking provided in the redevelopment would be a step backwards.

8.5.3 The site surrounds the station and is extremely close to extensive bus services. The development of the SPARK scheme in the coming years is intended to provide a step improvement in public transport in the area and the Park and Ride scheme, which will serve the new development, providing more than adequate parking for the site. Therefore WCC's public transport officer feels that the redevelopment should not provide car parking on site.

8.5.4 However it may be that we swap parking here for parking in the town centre i.e. stop traffic from the south before it enters the town centre and provide good walk/cycle links from here to the town centre.

9 Summary

9.1.1 This Highways and Transportation report has been prepared in order to inform on the options when considering highways and transportation in relation to each land parcel and the comprehensive development of the site as a whole for the redevelopment of the Leamington Spa Station area. This summary should be read in conjunction with the preceding sections of this report and constraints **Drawing 0736/CNC/001 Rev B.**

9.1.2 Existing vehicular access to land parcel 1 is via a simple priority junction formed with Princes Drive. There is a level difference from low to high going into the site from Princes Drive. Visibility at this site access junction is fairly poor in both directions. Any options to reposition the access would be limited due to the pedestrian footbridge and railway bridge over Princes Drive.

9.1.3 Existing vehicular access to land parcel 2 is via two priority controlled junctions. The first junction is situated on Old Warwick Road, whilst the second is situated on Princes Drive. The whole site frontage of land parcel 2 on Old Warwick Road is situated within a 40mph zone, therefore any access proposals would be subject to visibility standards set out in the Design Manual for Roads and Bridges which would indicate that visibility splays are likely to be required of 9m by 120m for any proposed access.

9.1.4 The existing site access junction on Princes Drive is subject to potential constraints to visibility due to the horizontal curvature of Princes Drive, the pedestrian footbridge over Princes Drive and the railway bridge over Princes Drive.

9.1.5 In terms of providing an access into land parcel 2, it is recommended that options on Old Warwick Road are favoured rather than on Princes Drive due to fewer constraints being encountered on Old Warwick Road.

9.1.6 Existing vehicular access to land parcels 3, 4 and 5 is via Old Warwick Road. These accesses are situated in a 40mph zone making any proposals subject to the visibility standards set out in the Design Manual for Roads and Bridges. There is a row of mature trees situated along the site frontage of land parcel 5 which may limit future access aspirations in terms of visibility and access positioning if these trees are retained.

9.1.7 Existing vehicular access to land parcel 6 is via four junctions. All site access junctions for land parcel 6 are within a 30mph zone however speed surveys are likely to be required to inform on traffic speeds on Old Warwick Road and hence suitable levels of junction visibility if alternative access arrangements are to be explored. All of these junctions provide access, egress or both to/from the railway station car parking areas.

9.1.8 It is worth noting that all of the land parcels situated on Old Warwick Road (2-6 inclusive) have existing potential visibility constraints. All visibility measurements would have to take any features which may block visibility into account. These features include fences, landscaping, existing buildings which may be retained as a result of the development proposals, the electricity substation in land parcel 3, the mature trees in land parcel 5 and the advertising hoardings adjacent to the station car park in land parcel 6. All visibility measurements would also have to take into account the horizontal and vertical curvature of Old Warwick Road.

9.1.9 Land parcel 7 is a thin parcel of land occupied by one of the Leamington Spa railway station platforms. Access to this land parcel is via foot only and only onto the station platform.

9.1.10 Existing access to land parcel 8 is via Station Approach. Land parcel 8 has no vehicular access and is currently crossed by the pedestrian/cycle route between the railway station and Leamington town centre. Vehicular access from Lower Avenue would be difficult to achieve due to the level difference between Lower Avenue and land parcel 8.

9.1.11 Access to land parcel 8 could be achieved via Station Approach as level differences are minimal. Care would be required when considering access proposals due to there being a number of mature trees on Station Approach which could provide constraints in terms of access positioning and visibility from the access if retained.

9.1.12 Existing vehicular access to land parcel 9 is via four junctions formed with Station Approach. Visibility from each junction is currently impeded by parked cars and the curvature of Station Approach. An access in the centre of the site frontage would provide an improvement over and above the existing access and would also increase the junction spacing between potential accesses to land parcels 8, 12 and 13.

9.1.13 Existing vehicular access to land parcels 10 and 11 is via Station Approach. The two roads comprising Station Approach are at different levels to each other and land parcels 10 and 11 are situated on the lower of the two levels. Careful consideration of visibility splay requirements will be important when considering access/egress arrangements for these land parcels.

9.1.14 Existing vehicular access to land parcel 12 is via Station Approach. Visibility to the left at this junction is impeded by existing fences and the curvature of Station Approach whilst visibility to the right is good at the mouth of the junction.

9.1.15 Existing vehicular access to land parcel 13 is via Station Approach. The existing access takes the form of a simple priority junction; however visibility from the junction is poor due to its current position in relation to the curvature of Station Approach. There is also a level difference from low to high going into the site.

9.1.16 The option of providing an access to land parcel 13 via Park Drive has been explored. It is likely that this would be difficult, if not impossible to achieve due to the large level differences between Park Drive and the land parcel.

9.1.17 There is no existing vehicular access to land parcel 14. Any access proposals in this location for land parcel 14 would need to consider the operation of the Princes Drive/Park Drive/Waste Centre access roundabout and visibility constraints due to the horizontal curvature of Princes Drive, and the location of the pedestrian footbridge and the railway bridge over Princes Drive.

9.1.18 All access proposals should be considered in relation to any available traffic flow data for the road link on which they are formed. These existing traffic flows can be used to assist in establishing the most suitable form of site access junction in each location.

9.1.19 The potential volume of vehicle trips and their assimilation onto the local highway network should be considered for each proposed land use so that traffic impacts as a result of the development are minimised. It is also important that vehicle trips are reduced at source in favour of more sustainable alternatives, such as walking, cycling and public transport.

9.1.20 The area surrounding the site is generally well served by local bus services. There is potentially an opportunity to divert existing bus services onto Station Approach as a result of the development proposals to provide easier access to land parcels 7, 8, 9, 10, 11, 12 and 13.

9.1.21 WCC have also indicated in their Local Transport Plan (LTP), proposals as part of the SPARK public transport scheme to install a park and ride facility to the south of the site in close proximity to the Europa Way/Heathcote Lane/Harbury Lane/Gallows Hill roundabout, which may be used to provide additional station car parking.

9.1.22 The site and area surrounding the site is generally well served by walking and cycling facilities and routes, however it must be noted that additional cycle parking facilities should be provided as a result of any development proposals. Any shortfalls in existing walking and cycling facility provision have been identified as part of the report and should be addressed where practicable as part of the development proposals.

9.1.23 Cycle parking standards are provided in the WDC supplementary planning document entitled 'Vehicle Parking Standards'.

9.1.24 All vehicle parking proposals should be considered in relation to those set out in WDC's supplementary planning document entitled 'Vehicle Parking Standards'.

9.1.25 The existing road route to the bus depot (land parcel 12) is currently onerous for buses due to parked cars situated throughout Station Approach. Formalisation of the parking arrangements in this location as a result of the development proposals would ease vehicle movement through this area.

9.1.26 Permeability in a north/south direction is constrained by the existing crossing points over the River Lem to the north of the site and the Grand Union Canal to the south of the site. North/south permeability within the site is constrained by the railway lines.

9.1.27 In summary there are a number of highways and transportation which will need to be considered in relation to any development proposals. Care must also be taken to ensure that sustainable transport users are fully accommodated for as a result of the development proposals.

Appendices, Figures & Tables

Appendix A Existing Site Access Location Plan

Appendix B Land Ownership Plan

Appendix C Drawing 2665/23

Appendix D Extents of Adopted Highways Plan

Appendix E Drawing LSPA/CP/01

Appendix F Leamington and Warwick Town Services Route Map

Appendix G Colin Buchanan and Partners Railway Station Usage Report

Appendix H Warwick and Leamington Spa Cycle Route Network Map

Appendix I Warwick District Council, Vehicle Parking Standards Supplementary Planning Document Extracts

Appendix J Controlled Parking Areas Plan