

BOROUGH PLAN BACKGROUND PAPER: Strategic accessibility and sustainable transport

Nuneaton and Bedworth Borough Council

2015

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1 INTRODUCTION

- 1.1 The purpose of this technical paper is to draw together the key datasets/information that have been used in developing the sustainable transport policy. The technical paper provides the detail behind the development of the policy and is used to justify the elements included within the policy.

2 NATIONAL PLANNING POLICY FRAMEWORK

- 2.1 The National Planning Policy Framework (NPPF) sets out the fundamental transport planning requirements that need to be considered through the planning process. It is also important to note that transport planning is dealt with by Warwickshire County Council, and they have a Local Transport Plan that sets out specific requirements for development. They are also a statutory consultee as part of the planning application process. Consequently, it is not appropriate to repeat requirements set by the County Council, and therefore the proposed policy seeks to focus on locally important considerations that will add to sustainable transport planning. Table 1: NPPF Conformity highlights the key points relating to transport from the NPPF and how the policy is meeting this requirement.
- 2.2 The extracts from the NPPF demonstrate the breadth of information relating to transport planning at the national level. The proposed policy seeks to take forward the most appropriate elements, while not seeking to create unnecessary repetition. A number of the requirements relate to identifying sites for development. These requirements are not directly repeated within the policy because they are already set out within the NPPF. However, the proposed policy does include some criteria to consider as part of determining a planning application. The criteria within the Plan do not seek to repeat the NPPF criteria but add some additional points in order to aid the determination of planning applications at a local level. In relation to determining the appropriate location for strategic sites a transport modelling study was undertaken which sought to demonstrate the level of transport impact.
- 2.3 The NPPF extract identifies a range of requirements such as the need for a Travel Plan. The policy does not make any reference to this and it is expected that these will be met through the need to be in conformity with the NPPF. In addition, elements of the NPPF are met within other policies, such as encouraging a mix of uses on large sites; consequently, the policy does not seek to repeat other elements of the plan.
- 2.4 A number of the requirements set out within the NPPF relate to planning appropriate infrastructure, this is not specifically dealt with as

part of the transport policy, but rather is a fundamental element of the Borough Plan. However, the infrastructure policy identifies how infrastructure will be delivered as part of the development of the Borough Plan.

NPPF Requirement	NPPF sub-requirement	Relationship with policy
<p>Paragraph 29:</p> <p>Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.</p>		<p>The policy has a requirement for development to demonstrate how it will improve accessibility to sustainable forms of transport. In addition, proposals should actively contribute to meeting the 15% modal shift requirement for the Borough.</p>
<p>Paragraph 30:</p> <p>Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestions. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the</p>		<p>The policy makes reference to supporting strategic infrastructure proposals, such as those identified in the Coventry and Warwickshire Local Enterprise Partnership Strategic Economic Plan and Warwickshire County Council's Local Transport Plan (2011-2026). These will help to reduce congestion around the Borough.</p>

NPPF Requirement	NPPF sub-requirement	Relationship with policy
use of sustainable modes of transport		A key part of the policy is how the development protects and takes advantage of opportunities to make best use of existing transport provision (for example highway and public transport infrastructure) and improves services to ensure development is sustainable.
<p>Paragraph 31:</p> <p>Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports and other major generators of travel demand in their areas. The primary function of roadside facilities should be to support the safety and welfare of the road user.</p>		The IDP will help to deliver sustainable transport solutions through working and engaging with service providers. A key delivery mechanism for the policy will be for the Council to continue membership of groups such as the A5 Transport Partnership.
Paragraph 32:	The opportunities for sustainable transport	The policy states that development should

NPPF Requirement	NPPF sub-requirement	Relationship with policy
<p>All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:</p>	<p>modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;</p>	<p>protect and take advantage of opportunities to make best use of existing transport provision (for example highway and public transport infrastructure)</p>
	<p>Safe and suitable access to the site can be achieved for all people; and</p>	<p>The policy states the development should improve accessibility. This should be considered in relation to all of the principal modes of transport, e.g. public transport, cars, cycling, walking etc.</p>
	<p>Improvements can be undertaken within the transport network that cost effectively limit the significant need impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.</p>	<p>The development should protect and take advantage of opportunities to make best use of existing transport provision (for example highway and public transport infrastructure) thus making the improvements more cost effective. The policy states that development should make sure that the impact on AQMAs, and the measures proposed to ensure impact is not exacerbated.</p>
<p>Paragraph 34: Plans and decisions should ensure developments that generate significant movement are located where the need to</p>		<p>The policy states that development should demonstrate how The connectivity of the development to strategic facilities e.g. Town Centre, local shopping, education,</p>

NPPF Requirement	NPPF sub-requirement	Relationship with policy
<p>travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.</p>		<p>health etc.</p>
<p>Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to</p>	<p>accommodate the efficient delivery of goods and supplies;</p>	<p>The connectivity of the development to strategic facilities e.g. Town Centre, local shopping, education, health etc</p>
	<p>give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;</p>	<p>How the development will improve accessibility. This should be considered in relation to all of the principal modes of transport, e.g. public transport, cars, cycling, walking etc. and links to and enhances the strategic cycling network</p>
	<p>create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;</p>	<p>How the development delivers sustainable transport improvements in a safe way and links to and enhances the strategic cycling network</p>
	<p>incorporate facilities for charging plug-in and other ultra-low emission vehicles; and</p>	<p>The impact on AQMAs, and the measures proposed to ensure impact is not exacerbated. The impact on AQMAs,</p>

NPPF Requirement	NPPF sub-requirement	Relationship with policy
		and the measures proposed to ensure impact is not exacerbated.
	consider the needs of people with disabilities by all modes of transport.	Although this isn't directly covered in the policy, it doesn't states that development should improve accessibility. This should be considered in relation to all of the principal modes of transport, e.g. public transport, cars, cycling, walking etc.
<p>Paragraph 36:</p> <p>A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.</p>		This doesn't need to be repeated at local level, but the poliy aims will be important to address through any travel plans created.
<p>Paragraph 37:</p> <p>Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.</p>		The connectivity of the development to strategic facilities e.g. Town Centre, local shopping, education, health etc.
<p>Paragraph 38:</p> <p>For larger scale</p>		The connectivity of the development to strategic facilities e.g.

NPPF Requirement	NPPF sub-requirement	Relationship with policy
<p>residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.</p>		<p>Town Centre, local shopping, education, health etc. Proposals should actively contribute to meeting the 15% modal shift requirement</p>
<p>Paragraph 39: If setting local parking standards for residential and non-residential development, local planning authorities should take into account:</p>	<p>the accessibility of the development;</p>	<p>How the development will improve accessibility. This should be considered in relation to all of the principal modes of transport, e.g. public transport, cars, cycling, walking etc.</p>
	<p>the type, mix and use of development;</p>	<p>How the development will improve accessibility. This should be considered in relation to all of the principal modes of transport, e.g. public transport, cars, cycling, walking etc.</p>
	<p>the availability of and opportunities for public transport;</p>	<p>How the development protects and takes advantage of opportunities to make best use of existing transport provision (for example highway and</p>

NPPF Requirement	NPPF sub-requirement	Relationship with policy
		public transport infrastructure)
	local car ownership levels; and	Whether the development identifies suitable demand management measures, for example whether there is adequate car parking.
	an overall need to reduce the use of high-emission vehicles.	The impact on AQMAs, and the measures proposed to ensure impact is not exacerbated
<p>Paragraph 40:</p> <p>Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.</p>		<p>Whether the development identifies suitable demand management measures, for example whether there is adequate car parking. The other points are considered too specific to be delivered through the Borough Plan, but will be considered through the Economic Development Strategy and the Town Centres teams work.</p>
<p>Paragraph 41:</p> <p>Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.</p>		<p>The policy makes reference to supporting strategic infrastructure proposals, such as those identified in the Coventry and Warwickshire Local Enterprise Partnership Strategic Economic Plan and Warwickshire County Council's Local</p>

NPPF Requirement	NPPF sub-requirement	Relationship with policy
		Transport Plan (2011-2026).
<p>Paragraph 162</p> <p>Local planning authorities should work with other authorities and providers to</p>	<p>assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and</p>	<p>This is delivered through the Infrastructure Delivery Plan, but the relevant sections on transport are delivered through this policy. The Council works closely with Warwickshire County Council as the highway authority, in assessing the quality and capacity of the transport infrastructure.</p>
	<p>take account of the need for strategic infrastructure including nationally significant infrastructure within their areas</p>	<p>The policy makes reference to supporting strategic infrastructure proposals, such as those identified in the Coventry and Warwickshire Local Enterprise Partnership Strategic Economic Plan and Warwickshire County Council's Local Transport Plan (2011-2026).</p>

Table 1: NPPF Conformity

3 PLANNING PRACTICE GUIDANCE

3.1 The PPG sets out a number of guidance points in relation to transport. The following paragraphs are taken directly from the PPG¹ and have

¹ <http://planningguidance.planningportal.gov.uk/blog/guidance/transport-evidence-bases-in-plan-making/transport-evidence-bases-in-plan-making-guidance/>

all been considered through the development of the policy and the wider Borough Plan and Infrastructure Delivery Plan.

Why establish a transport evidence base for Local Plans?

- 3.2 It is important for local planning authorities to undertake an assessment of the transport implications in developing or reviewing their Local Plan so that a robust transport evidence base may be developed to support the preparation and/or review of that Plan. A robust transport evidence base can facilitate approval of the Local Plan and reduce costs and delays to the delivery of new development, thus reducing the burden on the public purse and private sector.
- 3.3 The transport evidence base should identify the opportunities for encouraging a shift to more sustainable transport usage, where reasonable to do so; and highlight the infrastructure requirements for inclusion in infrastructure spending plans linked to the Community Infrastructure Levy, section 106 provisions and other funding sources.
- 3.4 Local planning authorities should also refer to the Department for Transport's Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development'.

What is the purpose of a transport evidence base to support the Local Plan?

- 3.5 A robust evidence base will enable an assessment of the transport impacts of both existing development as well as that proposed, and can inform sustainable approaches to transport at a plan-making level. This will include consideration of viability and deliverability.
- 3.6 A robust assessment will establish evidence that may be useful in:
 - improving the sustainability of transport provision
 - enhancing accessibility
 - creating choice amongst different modes of transport
 - improving health and well-being
 - supporting economic vitality

- improving public understanding of the transport implications of development
- enabling other highway and transport authorities/service providers to support and deliver the transport infrastructure that conforms to the Local Plan
- supporting local shops and the high street

What key issues should be considered in developing the transport evidence base to support the Local Plan?

3.7 The key issues, which should be considered in developing a transport evidence base, include the need to:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms
- assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport
- highlight and promote opportunities to reduce the need for travel where appropriate
- identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate
- consider the cumulative impacts of existing and proposed development on transport networks
- assess the quality and capacity of transport infrastructure and its ability to meet forecast demands
- identify the short, medium and long-term transport proposals across all modes

3.8 The outcome could include assessing where alternative allocations or mitigation measures would improve the sustainability, viability and deliverability of proposed land allocations (including individual sites) provided these are compliant with national policy as a whole.

When should the transport assessment of the Local Plan be undertaken?

- 3.9 An assessment of the transport implications should be undertaken at a number of stages in the preparation of a Local Plan:
- as part of the initial evidence base in terms of issues and opportunities
 - as part of the options testing
 - as part of the preparation of the final submission
- 3.10 The last of these stages should highlight the scale of and priorities for investment requirements and support infrastructure spending plans. Like a sustainability appraisal, it will be an iterative process and become more refined and detailed as the process draws to a conclusion.

What baseline information should inform a transport assessment of a Local Plan?

- 3.11 The following list indicates the key aspects that should be addressed in the transport assessment. This list is not exhaustive, and there may be additional issues that are important to consider locally.
- all current transport issues as they affect all modes and freight covering, for example, accessibility, congestion, mobility, safety, pollution, affordability, carbon reduction across the whole Plan area and, within relevant areas of the Plan, including existing settlements and proposed land allocations
 - the potential options to address the issues identified and any gaps in the networks in the short, medium and longer term covering, for example, accessibility, congestion, mobility, safety, pollution, carbon reduction
 - the locations of proposed land allocations and areas/corridors of development and potential options for the provision of sustainable transport and transport networks to serve them

- solutions to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport
- the scope and options for maximising travel planning and behavioural change.
- accessibility of transport nodes such as rail / bus stations to facilitate integrated solutions

3.12 The transport assessment should be produced at a Local Plan level in partnership with all relevant transport and planning authorities, transport providers and key stakeholders, for example, the Local Economic Partnership. It may be appropriate for the transport assessment to cover an area wider than the Local Plan at least initially given the size of some travel to work areas (this would be similar to the Strategic Housing Market Assessment). This process should help to identify any potential measures that may be required to mitigate negative impacts.

What detailed information is required for the transport assessment of the Local Plan?

3.13 Much information required for the transport assessment will already be available, not least from the development needs and land availability assessments. Local planning authorities will need to consider the demographics of the area and also the desired or perceived changes likely to take place in the life of the Plan as they might affect the transport network.

3.14 Other considerations that could be included are:

- baseline existing conditions, which need to be established accurately to understand fully the context of the Local Plan policies and proposals
- the existing integrated transport networks and any gaps in these as well as service and quality
- opportunities to change to other forms of transport

- the current use and demand by all different types of transport including cumulative trips into and out of the area
- the availability of information from travel plans, previous assessments, transport operators etc
- capacity data on rail and tram networks and constraints across the area
- walking and cycling facilities and movements including future predicted trips
- description and functional classification of the road network
- current traffic flows including peak periods on roads, links and key junctions
- parking facilities, including any park and ride and existing under-provision of off-street parking spaces
- journey purpose of trips
- identification and assessment of key links and junctions on the highway network to establish existing conditions
- committed network improvements
- personal injury accident records, including cyclist safety
- any programmed public transport improvements including type, timing and promoter information
- pollution, including baseline carbon emissions broken down by type of travel
- existing transport-related environmental impacts
- established best practice in transport provision and the share of each type
- at a broad level, journey purpose and origin and destination currently and how it is likely to change or desired to change – for all types of transport

3.15 The above is not exhaustive, and other issues may need to be included as appropriate to give a complete baseline for the Plan area

and how it will change. Early engagement between interested parties is important in agreeing the level and scope of assessment required.

How can a transport assessment of the Local Plan be undertaken?

- 3.16 A transport assessment is likely to be scenario based and in terms of projections look at a range of potential outcomes given a number of assumptions, for example, a movement in the proportion of people using different forms of transport consistent with best practice.
- 3.17 Transport data should be included that reflects the typical (neutral) flow conditions on the network (for example, non-school holiday periods, typical weather conditions etc.) in the area of the Plan, and should be valid for the intended purposes. It should also take account of holiday periods in tourist areas, where peaks could occur in periods that might normally be considered non-neutral. The recommended periods for data collection are spring and autumn, which include the neutral months of April, May, June, September and October. Further advice is available from the Highways Agency, as described for traffic in the Design Manual for Roads and Bridges (Volume 13, Part 4).
- 3.18 In terms of road traffic, but not other types of traffic, where there is a need to project existing or historical traffic data for future year assessments, the preferred option is the use of appropriate local traffic forecasts (such as the Trip End Model Presentation Program used for transport planning purposes), provided they offer a robust assessment. In some cases, National Road Traffic Forecast growth rates would be appropriate. However, it is important to ensure that this does not just perpetuate existing travel patterns but, where reasonable to do so, facilitates the use of sustainable modes of transport.
- 3.19 The use of any area-wide traffic models or background growth rates should be agreed with the relevant transport or highway authority at the evidence gathering stage of the Local Plan. Care needs to be taken when considering using any model that it takes account of the need to address historic travel patterns not necessarily reinforce them.

3.20 To assess the availability of the capacity of the road network, the transport assessment should take into account:

- recent counts for peak period turning movements at critical strategic junctions, for example, in certain instances where there is known to be a significant level of heavy goods vehicles traffic, a classified count (identifying all vehicles separately) should be provided
- 12 hour/24 hour automatic traffic counts

3.21 Additional counts that may be required on the strategic parts of the road network could include:

- manual turning counts (which should be conducted at 15 minute intervals) to identify all strategically relevant highway network peak periods
- queue length surveys at key strategic signal junctions to establish demand and actual traffic flows
- journey time surveys
- freight counts
- abnormal load counts
- pedestrian and cyclists counts

3.22 Capacity assessments for roads, rail and bus should also be obtained.

How should the impact of land allocations be considered in assessing the transport implications of Local Plans?

3.23 The first step in quantifying the impact of proposed land allocations in the Local Plan on the transport system is to provide an estimate of the person trips (for all types of transport) that are likely to be generated by it.

3.24 In all cases, an analysis of development-related trips using an appropriate database or an alternative methodology should be agreed with the relevant highway authorities, as this will form the major element of the assessment.

3.25 An assessment of the impacts of the proposed additional land allocations can be initiated once initial potential allocations have been determined. There needs to be a description of the type of development at each of the locations proposed in as much detail as possible at the time. Where this is not possible, a “likely” scenario will need to be employed to set out the potential transport impact. Information that could be required includes:

- location plans of each site
- description of all the proposed land uses
- scale of development – such as the number of residential units or gross floor area of development – subdivided by land use where appropriate/possible
- site area in hectares
- likely proposed access to existing transport infrastructure for all types of travel
- where known, the likely proposed parking strategy
- development phasing, where applicable
- potential for securing travel planning benefits and enhanced sustainable transport provision

3.26 The above requirements are not exhaustive and will require adaptation to reflect the knowledge about the potential site allocations and developments as well as the type and scale of the proposed developments.

How should safety considerations be addressed and accident analysis used effectively in the transport assessment of the Local Plan?

3.27 All types of transport should be covered by safety considerations and accident analysis, taking into account the objective of facilitating, where reasonable to do so, the use of sustainable modes of transport.

The level of detail required will be dependent on the stage of the Local Plan.

- 3.28 The transport assessment should identify any significant highway safety issues and provide an analysis of the recent accident history of the affected/impacted areas. The extent of the safety issue considerations and accident analysis will depend on the scale and type of developments in the context of the character of the affected Strategic Road Network. The need to minimise conflicts between vehicles and other road user groups should be adequately addressed.
- 3.29 Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed land allocations will exacerbate existing problems and whether highway mitigation works or traffic management measures will be required to alleviate such problems. The accident records should be compared with accident rates on similar local roads.
- 3.30 Where the Strategic Road Network is involved, we recommend that appropriate national statistics are also used as a comparison.

How is the WebTAG approach useful in the transport assessment of the Local Plan?

- 3.31 An assessment should adopt the principles of WebTAG by assessing the potential impacts of development within the framework of WebTAG objectives. For most Local Plan assessments the full methodology recommended will not be appropriate. The Highways Agency's Project Appraisal Report System may provide some useful guidance on methods more appropriate in these cases. Assessments involving major new transport infrastructure should, however, employ the methods set out in WebTAG.
- 3.32 Although this approach is typically applied when planning for local transport infrastructure, adopting this approach for Local Plan transport assessments will ensure that any proposed land allocation impact is considered in the context of two alternative scenarios – 'with development' and 'without development' – and will enable a

comparative analysis of the transport effects of the proposed allocation.

Over how long a period should the assessment of the transport impact of the Local Plan cover?

3.33 The assessment should ideally cover the period of the Local Plan, taking into account all the changes and improvements in, for example, technology and behaviour that is likely to happen in that time. Circular 02/2013 sets out provisions for the Strategic Road Network and assessment years at paragraphs 25 to 27.

What should be considered in regard to the development of airport and airfield facilities and their role in serving business, leisure, training and emergency service needs? (National Planning Policy Framework paragraph 33)

3.34 Aviation makes a significant contribution to economic growth across the country, including in relation to small and medium sized airports and airfields (aerodromes). An aerodrome will form part of a larger network. Local planning authorities should have regard to the extent to which an aerodrome contributes to connectivity outside the authority's own boundaries, working together with other authorities and Local Enterprise Partnerships as required by the National Planning Policy Framework. As well as the National Planning Policy Framework, local planning authorities should have regard to the Aviation Policy Framework, which sets out Government policy to allow aviation to continue making a significant contribution (National Planning Policy Framework paragraph 160).

3.35 A working or former aerodrome could be put forward for consideration as a site for mixed use development (National Planning Policy Framework paragraph 17) that includes continuing, adapting or restoring aviation services in addition to other uses.

4 WIDER NATIONAL POLICY RELATING TO TRANSPORT

4.1 At a national level, transport policy is underpinned by five national transport goals which were set by the Government for the development

of the UK's future transport policy and infrastructure. These national goals and associated challenges were identified in the Department for Transport's publication 'Delivering a Sustainable Transport System' (DaSTS) in 2008. The five goals are set out below.

1. To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.
2. To support economic competitiveness and growth, by delivering reliable and efficient transport networks.
3. To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society.
4. To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.
5. To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

4.2 The Local Transport White Paper, 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen' (January 2011) reiterates the Government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It explains how the Government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas. The White Paper also underlines the Government's direct support to local authorities, including through the Local Sustainable Transport Fund. The wide ranging nature of the goals contained in both DaSTS and the Local Transport White Paper reflect the important contribution that transport can make in both supporting and acting as a stimulus to achieving a range of objectives.

4.3 Therefore the underlying message within the national policies around transport indicate the need to include some form of transport policy within the Borough Plan, although it should also be recognised that the County Council Local Transport Plan is the fundamental delivery mechanism for transport policies.

5 ISSUES AND OPTIONS

5.1 The policy seeks to take forward the following key issues that were identified in the Issues and Options document

Issue T1

Congestion in Nuneaton and Bedworth is high with Nuneaton having one of the highest levels of traffic density in the County during peak times. Particular problems in the Borough occur on the A444, Long Shoot (A47), Lutterworth Road (B4114), Camp Hill/ Tuttle Hill (B4114) and Coventry Road (B4109).

Issue T2

Access to some employment sites such as Bermuda Industrial Estate, Attleborough Fields, Prologis and Arena Park is difficult without a car. This is significant given that car ownership in the Borough is the lowest in Warwickshire. Improvements in public transport along the north south corridor and regeneration zone are required to improve accessibility to job opportunities.

Issue T3

Few travel by public transport, cycle or walk. Improvements in provision such as more walking and cycling networks, cycle parking facilities, pedestrian priority areas and crossing facilities along with the need to address issues such as the frequency, reliability, integration and cost of public transport is required to facilitate benefits to the environment and health.

- 5.2 Overall 54 comments were received on transport matters during the consultation period. 69% agreed with the issues, while 21% disagreed.
- 5.3 There is strong support for addressing the traffic issues in the town centres and on other major arterial routes through the Borough. There is also support for the recognition of public transport being an issue, with this viewed as important in reducing overall congestion in the Borough.
- 5.4 Concerns have been raised about the price of public transport. This has forced people to travel by car causing congestion, which is highlighted in the key issues. Respondents have also suggested that the only way to improve congestion is to build a relief round around Nuneaton.
- 5.5 Consequently, in developing the Preferred Options the proposed policy has sought to develop some criteria, which will assist in delivering sustainable transport solutions. In addition, the Infrastructure Delivery Plan seeks to demonstrate that future roads are developed and planned alongside future strategic developments. For some matters such as the cost of public transport, the policy does not include any detail. This is not something that can be influenced within the Borough Plan.

6 PREFERRED OPTIONS

6.1 There were a number of comments related to Policy INF3 – Sustainable Transport and the supporting text. The following summarises some of the points that were raised during the consultation:

- There should be a greater emphasis on sustainable transport with safe walking and cycling routes, and public transport, to be included in any new developments, and wherever possible on the existing highways and transport systems.
- There needs to be included in the plan safe walking and cycling routes to all existing schools and colleges.
- There needs to be a safe walking and cycling routes to mirror the route of the A444 to connect proposed and existing employment sites, leisure facilities, hospital and town centres.
- There also needs to be a cycle parking policy as part of the car parking policy to ensure that there is always a safe and secure place for people to leave their bikes when a journey has been made by bicycle. There should be Sheffield-style bicycle racks at a ratio of approximately one cycle rack to 5 car parking spaces to encourage cycling which will help with reducing congestion and improving health and air quality.
- I applaud the desire to develop green spaces and facilities to walk and cycle more. Consider also developing a rail stop on the north side of Nuneaton to offer alternative commuting options or a shuttle bus service into the station during peak hours to cater for the many rail commuters and reduce traffic congestion
- Include some mandatory consideration of cyclist and pedestrian needs including safe access, parking, links to safe routes through the Borough in all plans for commercial development and traffic schemes.
- Investment in cycle provision is more cost effective than any other form of transport so consider for economic, health, environmental and social reasons.
- Should be real planning guidance on providing cycle parking in all residential developments and places residents may visit for employment, leisure, education etc.. We need funding for new railway stations and improvements to access to the existing stations (i.e. NE entrance to Nuneaton station). All residential development should have direct safe walking and cycling routes to schools.

- No comments on car parking standards but suggest consideration of park-and-ride schemes. Support the thrust of the Plan's thinking that more should be done to foster the alternatives to the car: better public transport (particularly to the strategic employment sites and the Bermuda complex), walking and cycling.
- Road network. A significant change/increase to the Road network is not sustainable or affordable. We need to take the pressure off the road network by providing extensive cycle routes, cheaper bus fares, new railway stations (at Bermuda, Stockingford & Horeston Grange) and sensible locations for new housing and employment sites.
- We need the existing road space to work better by synchronising traffic lights in the town centres and have more intelligent control systems. The current system is just stupid.
- There are three projects that need investigating.
 - Bus bridge for Nuneaton Bus Station
 - A slip road from Newtown Road in Bedworth to the North-bound A444 Bedworth Bypass (completing 3/4th of the Diamond)
 - A link road between the Whitacre Road and Attleborough Fields industrial estates
- Restriction of parking is deleterious to sustainable transport modes, where it leads to inappropriate parking, especially in town centres and in residential areas. Any such measures must be accompanied by regular and effective enforcement.
- We would wish to see rigorous deliverable mode shift measures set out in Travel Plans, and vigorously enforced, especially at workplaces, and for appropriate enforcement to ensure that designated bus routes are not made ineffective by inconsiderate on-street parking.
- In town centres, especially in Nuneaton, applicants should be expected to promote the high quality public transport offer to ensure that staff and the largest proportion of visitors possible take advantage of those options. Steps should also be taken to ensure, as far as possible, that there is preferential access for bus services to the employment sites.
- Where new development is close to the canal network, the Canal & River Trust considers that consideration should be given by developers to promoting walking and cycling by exploring the viability of creating or improving links to the canal towpath, as well as potentially enhancing the towpath itself to better cope with

increased usage, thus encouraging wider use for walking and cycling.

- Bus services. Nuneaton and Bedworth needs to be integrated into the Centro system so that we have regulated fares and interconnecting services. The Stagecoach near-monopoly on bus services has lead to excessive fares and poor levels of services. If nothing is done to regulate bus operators, growth will suffer
- Only a few key bus routes in the Borough provide high frequencies and 7 day a week services. Development of significant housing should only be permitted where a there is an evening & Sunday bus service.
- We need the “bus bridge” building into the bus station from Bond Gate. This was in the plans for the “new” road system but dropped. This would take pressure off the section of Newtown road from Bond Gate to the existing bus station entrance.

7 WARWICKSHIRE COUNTY COUNCIL LOCAL TRANSPORT PLAN 2011 - 2026

7.1 The Local Transport Plan is the third version for Warwickshire and sets out the transport strategy and policies for the County from 2011 to 2026. It was produced in accordance with the Local Transport Plan Guidance issued by the Department for Transport in 2009. The document includes an Implementation Plan detailing how the strategy will be delivered over the first four years of the Local Transport Plan. The context for the development of the Plan therefore draws on evidence from a wide range of documents to ensure that the strategies and policies contained within the Plan are consistent with and support a number of wider aims and objectives. This includes being closely aligned with the corporate objectives of the County Council and Warwickshire’s Sustainable Community Strategy.

7.2 The Local Transport Plan identifies a number of goals, which are justified within the Plan. The goals and justifications have been set out below:

Goal 1: Supporting Economic Growth

Congestion

7.3 Congestion can be harmful to the economy, with a significant amount of time being lost due to employees or goods that are caught in traffic. Within the Borough there are a number of locations where road capacity and the pattern of road use result in slow and unreliable journeys, especially during peak periods. Although this is a countywide

problem, measures to address increasing levels of congestion within the Borough are particularly important because of the emphasis in the Regeneration Zone of bringing forward development opportunities and growing a competitive business and employment base as a catalyst for regeneration. Increasing congestion could act as a significant deterrent to new business investment.

- 7.4 Recent data provided by DfT allows congestion to be mapped using journey times and vehicle speeds from Satellite Navigation Data. 84 relatively congested routes in Warwickshire have been selected for monitoring. Further information regarding this can be found in the Congestion Strategy.

Town centre access

- 7.5 Ensuring ease of access to the town centres of Nuneaton and Bedworth (and indeed the whole of the North-South Corridor) by all modes is essential to their long-term economic vitality and viability.
- 7.6 Factors such as the nature, location and quantity of parking provision in the town, as well as barriers to pedestrian and cycle movement and limited public transport provision can all adversely affect ease of access.
- 7.7 Opportunities to improve access have been developed over the timeframe of the first two LTPs. For example, the completion of the Nuneaton Development Project has provided a near continuous cycle route around the ring road and improved crossing points for pedestrians and cyclists to access the town centre, together with junction improvements at Queens Road.

Access to employment

- 7.8 To help maintain and increase employment levels, there is a need to ensure good transport links to existing and potential employment sites to maximise opportunities for Borough residents. In the west and north of the Borough the availability of employment sites is limited, and those sites that do exist have restricted access due to vehicles having to travel via the town centre. The possibility of improving road connections to support new employment development will be explored. In addition, to maximise opportunities for employment, the enhancement of transport connections to link areas in the north and west of Nuneaton to employment sites in North Warwickshire and Birmingham will be pursued. Similarly, opportunities exist to improve transport links along the North-South Corridor between Nuneaton and Leamington Spa, opening up opportunities for jobs as part of the development of the regeneration corridor and to the Coventry Arena site.

Goal 2: Tackling Climate Change

7.9 As described elsewhere in this document, the Government, through its Climate Change Act, has made a commitment to reduce greenhouse gas emissions across the UK economy by at least 80% on 1990 levels by 2050, and 34% on 1990 levels by 2020. CO2 emissions from transport within Nuneaton and Bedworth Borough are substantially lower than for other Warwickshire districts. This reflects lower levels of transport usage in this area when compared to elsewhere in the County. However there is still a need to move towards a low carbon transport system to help meet our carbon budget obligations and opportunities will be sought to reduce transport related carbon emissions in the area and sustainable modes of travel will be encouraged.

Goal 3: Contributing to better Safety, Security and Health

Road safety

7.10 In 2009, there were 346 road casualties in Nuneaton and Bedworth Borough, with:

- 59 people killed or seriously injured; and
- 287 people slightly injured.

7.11 Continued improvements in road safety form an important part of the transport strategy for the Nuneaton and Bedworth Urban Area. This includes tackling the problem of the significantly higher incidence of road casualties in disadvantaged communities in West Nuneaton (including Camp Hill ward which is one of the 10% most deprived wards in the UK).

Crime and fear of crime

7.12 Recorded crime within Nuneaton and Bedworth Borough between April 2008 and March 2009 totalled 10,725 incidents, which equates to a rate of 88 for every 1,000 head of population (Source: Warwickshire Police). This is the highest crime rate in the County.

7.13 Crime and fear of crime can deter walking, cycling and the use of public transport. Similarly, the perceived safety and security of parking may deter people from travelling by car to certain destinations. The County Council will address problems of crime and safety in and around transport through initiatives such as improved waiting and interchange facilities and enhanced staff presence. In addition, we will seek to minimise the effects of crime in car parks and will look for crime reduction measures in the design of new facilities.

Air quality

- 7.14 The higher than average growth in traffic levels in Nuneaton and resulting congestion at certain locations has led to a worsening of environmental conditions in the town centre. Poor air quality can impact on people's health, causing problems for those with respiratory illnesses and cardiorespiratory conditions. Certain pollutants can lead to more general difficulties in breathing, headaches, coughing and nausea when levels are high.
- 7.15 Since the submission of LTP2, Nuneaton and Bedworth Borough Council has declared two AQMAs within the urban area of Nuneaton. The first is located on the A47 Old Hinckley Road/Leicester Road gyratory, immediately east of the railway station, and was declared in December 2006 for a marginal exceedance of NO₂. The AQMA includes a number of residential properties along with the Etone Comprehensive School. An Air Quality Action Plan was subsequently prepared by the Borough Council and the County Council, and is reproduced in full in Appendix C.
- 7.16 A second AQMA has recently been declared around the junction of Corporation Street/Central Avenue/Midland Road/Abbey Street close to the Nuneaton Ring Road. A revised AQAP covering both AQMAs is currently being jointly prepared by the Borough and County Council. This is due to be published in Spring 2011.

Health and obesity

- 7.17 Obesity is a key health issue that is affecting the residents of Nuneaton and Bedworth Borough. It is estimated that just over 29% of the adult population of the Borough are obese. This is higher than other Districts in Warwickshire and higher than the County average at 26%.
- 7.18 The proportion of children who are classified as overweight or obese is also slightly higher in Nuneaton and Bedworth Borough than the County average, as highlighted in the Table below.

	Nuneaton and Bedworth	Warwickshire
Reception – overweight	13.5%	12.9%
Reception – obese	9.3%	8.0%
Year 6 – overweight	14.0%	13.5%
Year 6 - obese	20.6%	18.1%

Table 2: Children overweight and obese a Nuneaton and Bedworth and Warwickshire comparison

- 7.19 Encouraging more active travel is one way to help address the health issues identified above and opportunities will be sought to encourage people into more healthy lifestyles through walking and cycling.

Goal 4: Promoting Equality of Opportunity

- 7.20 Ensuring that good transport links are available to enable people to easily reach a wide range of key services and facilities is particularly important given the low car ownership levels in some parts of the Borough, the growing percentage of elderly population and the rural catchment within this area of the County. This will be achieved through a combination of promoting better public transport, improving facilities for walking, cycling, powered two wheelers and improved traffic management.
- 7.21 In promoting better public transport, there is a need to ensure that the network adapts to changing land use patterns within the Borough, including responding to the growth of employment and leisure opportunities on out-of-town sites. These tend to afford good access to the strategic road network, but historically have not been well served by public transport.
- 7.22 Opportunities to improve transport and movement to the key town centres within the area will be sought over the LTP period. A number of access improvements have been identified for Nuneaton and Bedworth town centres to support their regeneration. These include improved linkages for pedestrians and cyclists, enhancement of public transport interchange facilities, and rationalisation of car parking in conjunction with future town centre developments.
- 7.23 Ensuring that sufficient short-stay parking is available at a cost and convenience to attract local residents to Nuneaton and Bedworth town centres is also important to maintain good accessibility.
- 7.24 Within the urban area, the physical alignment of transport infrastructure reduces accessibility by restricting movement in certain locations. For example, the alignment of rail and canal corridors and main highway routes (including the ring road) can result in lengthy detours to access local services and facilities, deterring travel on foot or by bicycle. Opportunities to reduce this severance effect by providing new or enhanced crossing points will be further explored.
- 7.25 A lack of convenient public transport services in rural parts of the area continues to be identified as an issue for Borough residents.

Goal 5: Improving Quality of Life

- 7.26 The dominance of traffic along main roads supporting a mix of uses can conflict with places where people live, work, shop and socialise, resulting in a reduced quality of life and safety concerns. Such conflicts occur in several locations within the Borough, including Bedworth town centre and the local centres of Queens Road and Abbey Green in

Nuneaton. Similarly, the location of several older industrial areas close to residential areas can lead to a reduced quality of life for local people due to high volumes of heavy goods vehicles on unsuitable roads. Measures to reduce such conflicts will be explored, including introducing access restrictions for HGVs and reviewing signing for vehicles to encourage the use of more suitable routes.

7.27 Proposals to introduce Decriminalised Parking Enforcement (DPE) will improve quality of life for many residents, particularly those living close to the town centres who are affected by inappropriate and illegal shopper and commuter parking.”

7.28 The proposed policy has sought to build on these goals as appropriate, for example including a criteria relating to the AQMA. It is considered that the policy broadly seeks to focus applicants on the key goals set out within the Local Transport Plan. It should also be noted that other policies, such as the health and well being policy contain detail around transport considerations, that are considered to be of assistance in delivering or assisting in the challenge of delivering the goals within the Local Transport Plan.

7.29 The Local Transport Plan goes on to provide specific objectives and proposals for the Borough. It notes that these will be very much influenced by the future location of development within the Borough, and therefore is inevitably vague in respect to detailed proposals. The proposed policy therefore seeks to ensure the Council engage with the County Council and additional partners in ensuring future schemes are delivered in a joined up manner. Set out below are the objective identified within the Local Transport Plan, as well as the initial proposals.

“Key Objectives:

- Support the regeneration of Nuneaton and Bedworth town centres and the stability and growth of the local economy;
- Support future housing and employment growth within the Borough, including development within the Coventry to Nuneaton Regeneration Zone;
- Support access to services and facilities, particularly for those without access to a car; and
- Reduce the environmental impact of traffic within the Borough and improve local air quality.”

7.30 As with the goals relating to Nuneaton and Bedworth, the Plan overall seeks to assist in delivering the objectives set out for the Borough. In relation to the transport policy, it is only really the fourth objective that is considered, through reference to the Air Quality Management Areas. The other objectives are dealt with through other elements of the Plan,

however it is considered that they are sufficiently dealt with and do not warrant further emphasis within the transport policy.

7.31 The maps below provide a visual illustration of the schemes put forward within the Local Transport Plan. These schemes are referenced within the policy, and there is specific reference to supporting their development. The detail behind the improvements is extensive and can be found within the Local Transport Plan. The key point in relation to the development of the preferred option policy is that it proposes an action to continually work with partners, and therefore it is considered that any implementation of proposals will be carried out in a joined up fashion.

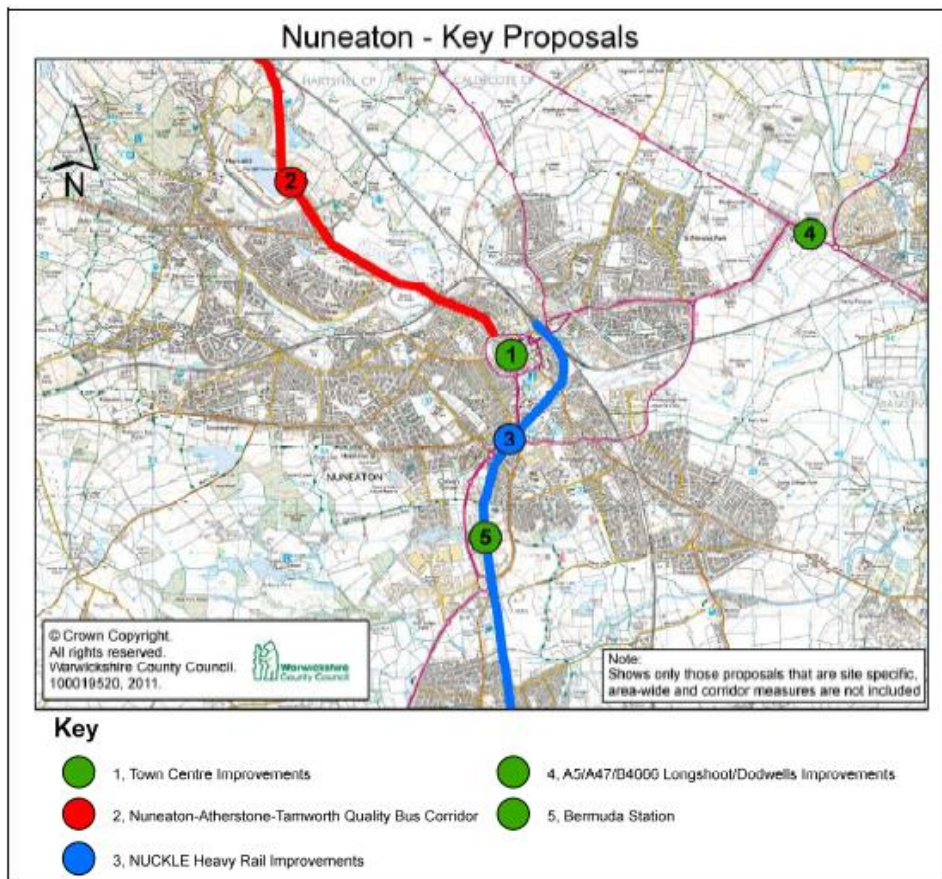


Figure 1: Nuneaton Key Proposals from LTP

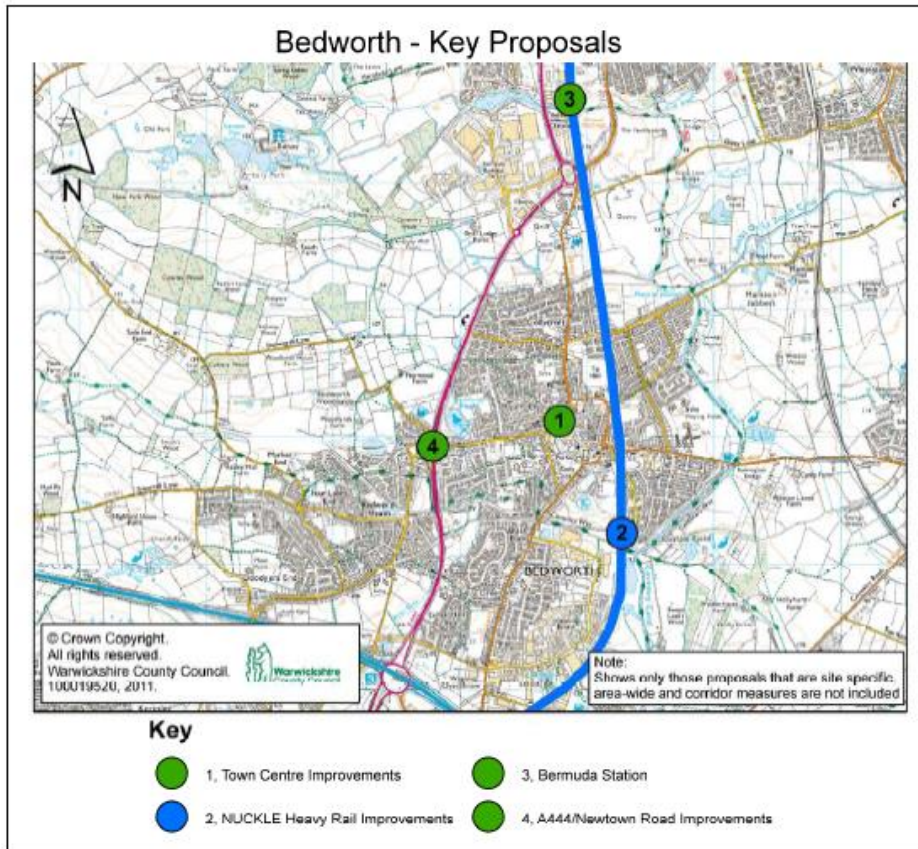


Figure 2: Bedworth Key Proposals from LTP

8 PROPOSED CRITERIA WITHIN THE POLICY

8.1 The proposed policy contains the following criteria:

- How does the development improve accessibility;
- Ensure sustainable transport options are delivered in a safe way;
- Demand management requirements should be identified, for example is there adequate parking;
- How does the development promote walking and cycling;
- How does the development impact on the Air Quality Management Areas and what measures are proposed to not make the impact detrimentally worse.

Accessibility

8.2 Good accessibility is considered to be a good planning principle. The Issues and Options identified accessibility and car ownership as key issues and therefore its inclusion is considered justified. It is accepted

that this is within the NPPF, however given that the point has been raised locally it is considered justifiable to include locally.

Sustainable transport options

- 8.3 The need to incorporate sustainable transport solutions is a requirement of the NPPF, and it is noted that the solutions will vary in different areas. Consequently the policy does not prescribe specific solutions but rather emphasises their need and links this to the need to deliver these in a safe way. This is considered to enable the applicant to think more widely than just the type of solution.

Demand management

- 8.4 Demand management is something that we have to consider when Master planning the strategic sites. It is also necessary for applicants to consider wider impact on the local area. These are likely to vary and therefore specific potential issues have not been considered, however the inclusion of this criteria seeks to help the applicant consider these potential impacts.

Walking and cycling

- 8.5 This is a fundamental theme within the Borough Plan and to some extent could be considered to be a sustainable transport solution. However given the requirements of the NPPF relating to needing to identify sustainable solutions it considered appropriate to include this within the policy.

Air Quality Management Areas

- 8.6 The Council currently has two AQMAs these are illustrated in Figure 3: AQMAs in Nuneaton. At present the Council has an Action Plan relating to Air Quality management within the Borough, however, from a planning policy perspective there are two considerations that have been taken forward within the proposed policy. The first is for applications to consider and address additional impact on the AQMA's, and the second relates to the wider criteria around sustainability, which seek to ensure applications do not make other potential AQMA's worse. In addition the Council is currently working with the County Council in identifying potential solutions to the AQMA's, and it is anticipated that the findings of this work will feed into the Infrastructure Plan. The most up to date information relating to AQMA's in the Borough is located on the Council's website:
http://www.nuneatonandbedworth.gov.uk/info/200196/pollution/51/pollution_control/2

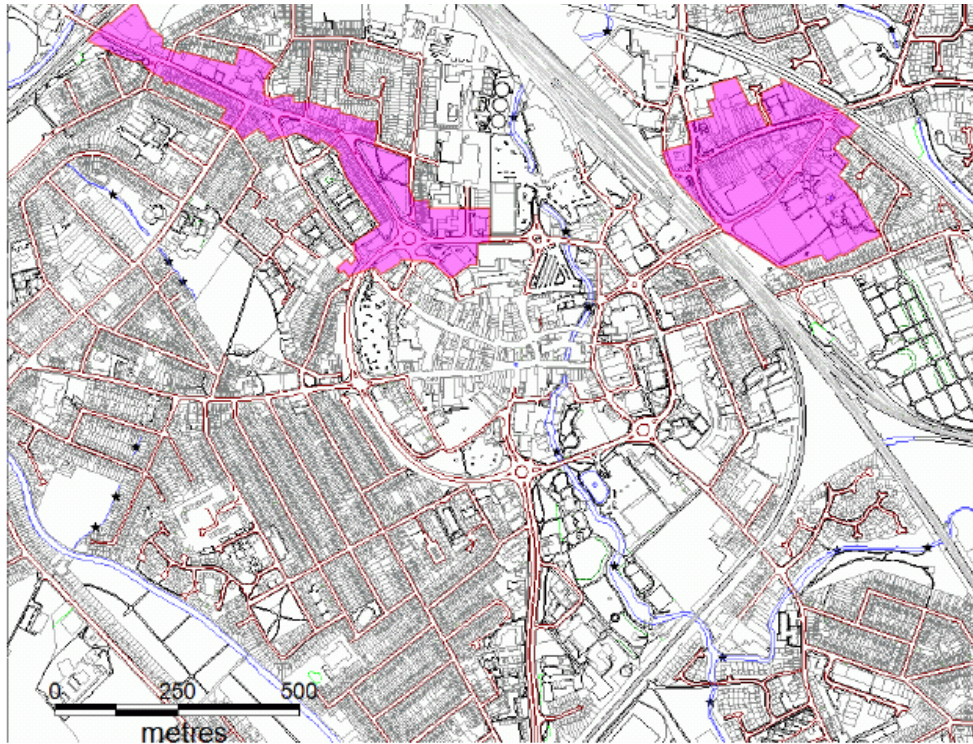


Figure 3: AQMAs in Nuneaton

9 CAR PARKING STANDARDS

- 9.1 The NPPF requires Local Authorities to consider implementing local car parking standards, at present a car parking SPD identifies the standards that have to be complied with through the application process. This SPD requires updating and at the time of writing further work needs to be completed which will set out the relevant car parking standards for the Borough Plan. It is intended that this will be completed during the Preferred Option period, and therefore the proposed policy simply identifies the need to include car parking standards within the Plan.
- 9.2 The Council are working on a 'revised draft car parking strategy and operation plan', which looks into the quality of provision inter alia. The findings of this work will directly feed into the development of the policy as appropriate.
- 9.3 The Local Transport Plan contains a Strategy relating to parking, this will also be considered as part of the review of standards, and it is proposed that the review of standards be carried out in consultation with the County.

10 INFRASTRUCTURE CONSIDERATIONS

- 10.1 A Transport Modelling report has been completed relating to the strategic sites. In addition, the Local Transport Plan indicates a

number of infrastructure issues within the Borough. However as previously set out within the technical paper the proposed policy does not seek to identify this level of detail, but rather this is picked up through other policies such as the infrastructure policy and infrastructure plan.

- 10.2 In developing the policy, work has been completed with neighbouring authorities in developing strategies and working on proposals that cross administrative boundaries. The policy seeks to reflect this and notes that in delivering such schemes in the future it will be necessary for the Council to work in partnership with neighbouring areas and wider organisations. This is required by the NPPF as set out above, but is also an action within the A5 Strategy.

11 A5 STRATEGY

- 11.1 The A5 Strategy is an example of joint working, which is something the policy promotes. Set out below is a summary of the development of the A5 Strategy and its fundamental comment. The proposed policy does not seek to take forward specific elements of the Strategy but seeks to ensure the Council continues engagement in such work and where appropriate locally specific planning documents can be prepared.

- 11.2 An officer liaison group was established, consisting of 16 Local Authorities and the Highways Agency following an A5 Member group consisting of County Councillors identified the need to address issues along the A5. The liaison group consists of:

- Highways England
- Staffordshire County Council
- Warwickshire County Council
- Leicestershire County Council
- Northamptonshire County Council
- South Staffordshire District Council
- Cannock Chase District Council
- Walsall Metropolitan Borough Council
- Lichfield District Council
- Tamworth Borough Council
- North Warwickshire Borough Council
- Nuneaton and Bedworth Borough Council
- Rugby Borough Council
- Hinckley and Bosworth Borough Council
- Blaby District Council
- Harborough District Council
- Daventry District Council

- 11.3 The Strategy covers a 62 mile section of the A5 from Gailey in Staffordshire to Weedon in Northamptonshire via Leicestershire and Warwickshire. As such, it includes parts of both the West and East

Midlands. The route is varied in nature, with heavily trafficked 'urban' sections around Cannock/Brownhills and Nuneaton/Hinckley, and more lightly trafficked 'rural' sections west of M6 Junction 12 in Staffordshire and south of the Daventry International Railfreight Terminal (DIRFT) in Northamptonshire.

- 11.4 Existing traffic levels along certain parts of the route are heavy throughout the day, particularly around Cannock, Lichfield, Tamworth, Nuneaton/Hinckley and Magna Park. Without suitable investment, future development will exacerbate these congestion issues, as well as creating new pressure points. Proposed development in and around Rugby combined with the intention to expand facilities at DIRFT are an example of where pressure is likely to occur.
- 11.5 The Strategy has been prepared in the context of national and local policies and guidance, including the recent Local Transport White Paper. This places a strong emphasis on the transport system facilitating and supporting the recovery of the UK economy, whilst at the same time making a positive contribution towards carbon reduction and safety. The White Paper also makes it clear that transport should support communities and local business, of which there are numerous examples along or adjacent to the A5. The importance of the A5 in meeting travel demand and supporting the local economy was recognised in the 'Delivering a Sustainable Transport System' (DaSTS) study of the North-South Corridor between Leamington Spa, Coventry and Nuneaton.

Objectives and Aims

- 11.6 The high-level objectives of the Strategy relate to the national imperatives set out in the Government's recent White Paper on Transport, 'Creating Growth, Cutting Carbon'. This focuses on delivering a transport system which is an engine for economic growth, but which is greener, safer and improves quality of life for communities.
- 11.7 Based on these imperatives, the Strategy established the following objectives:
- a) To ensure that the A5 is fit for purpose in terms of its capacity and safety, both now and in the future;
 - b) To allow the A5 to play its full and proper role in supporting and facilitating economic activity and growth at a local and national level;
 - c) To promote and facilitate access to leisure and tourism within the area covered by this strategy
 - d) To assist in identifying the priority improvements along the A5 corridor that are needed to facilitate and enable growth, reduce congestion, improve safety, improve air quality and deliver a sustainable transport system; and

- e) To reduce, where possible, the impact of traffic on communities along the A5.

11.8 The aims of the Strategy are to:

- a) Provide a better understanding of known challenges and future opportunities on the A5 in a single evidence base;
- b) Put in place a Strategy that can be used to:
 - a. Balance the need to assist in unlocking the economic potential of the A5 corridor whilst at the same time ensuring capacity and highway safety issues are addressed;
 - b. Inform and/or support policy documents such as Local Development Frameworks, Local Transport Plans and strategies for the Local Enterprise Partnerships;
 - c. Inform discussions with developers regarding Transport Assessments and contributions towards transport mitigation measures;
 - d. Assist bids for securing funding towards improvements to the A5, e.g. Regional Growth Fund, Local Sustainable Transport Fund, Major Scheme funding, European Regional Development Fund etc.
- c) Provide a comprehensive Action Plan of appropriate, deliverable and targeted interventions.

11.9 An example of where the Strategy would have been used in the past would relate to the MIRA bid for Regional Growth Funding which was successful as part of the round 2 bids. The funding received from this bid will result in improvements on the A5, running adjacent to the Borough, that will seek to offset impact created by the expansion of the MIRA park and Enterprise Zone.

12 SUSTAINABILITY APPRAISAL

12.1 The Policy will result in a direct positive effect climatic and air quality factors, as it requires new development to demonstrate how they will encourage sustainable transport measures i.e. public transport, cycling and walking facilities in the Borough. In addition, the policy requires all proposals to consider the impact of development on the AQMAs in the Borough.

12.2 The Policy will not affect economic and social factors associated with access to employment and affordable housing or environmental factors including material assets, biodiversity and landscape.

12.3 The Policy will have an uncertain effect on a number of environmental matters, as these are factors associated with the implementation of other policies in the Borough Plan.

13 DELIVERY MECHNAISMS

13.1 The delivery mechanisms for the policy are as follows:

- SPD 'Transport Demand Management Matters', to cover:
 - Standards for car parking
 - Sustainable transport standards and considerations e.g. cycle parking requirements, safe accessibility
- Nuneaton Town Centre Transport study – to be lead by Warwickshire County Council
- Nuneaton and Bedworth Borough Plan – Sustainable Transport Strategy – to be led by Warwickshire County Council
- Actively work with Warwickshire County Council, the Highways Agency, Network Rail and transport operators in the development of any new projects that will result in better connectivity, and be involved in any bids for funding
- Actively work with the Borough's Cycling Forum to inform and influence delivery and prioritisation
- Continue membership of groups such as the A5 Transport Partnership