



25 July 2013

The Development Policy Manager
Warwick District Council
Riverside House
Milverton Hill
Leamington Spa
CV32 5QH

Revised Local Plan for Warwick and surrounding areas

Dear Sir or Madam,

I would like to place on record my objection to the Revised Local Plan. My objection is based primarily on traffic volumes and air quality, I will leave the questionable total number of new dwellings required to those better informed than I.

By going out into areas around Warwick and Leamington during the rush-hours of a normal working day, when commerce and education establishments are functioning normally, it is obvious that the main thoroughfares are already stretched beyond capacity. The Revised Strategy Booklet (J13192_RevisedStrategyBooklet.pdf) states, in section 5.6.1 Highway Mitigation Measures, "It is important that the additional traffic generated as a result of new development is mitigated." In my view, particularly for Warwick itself, while some of the proposed mitigating measures might be helpful they do not go far enough, the plan documents themselves actually state that the proposed developments, even with the mitigating measures, will generate more traffic and hence more pollution in areas where air pollution already exceeds legal limits. This will adversely impact the health of the resident population and increase the costs of healthcare – diesel fumes are now classified the World Health Organisation as carcinogenic.

There is a need to discourage through traffic from our towns, to provide alternative routes and to encourage (force) drivers to use them. The Strategic Transport Assessment of 2011 mentions, in section 5.4 Mitigation Scheme Definitions, at item 14a, the possibility of "reinstating Old Warwick Bypass linking Greys Mallory to Longbridge without the need to travel on the M40". This is mentioned further in section 5.5.1 of the Revised Strategy Booklet. From many years experience of living in a village to the south-east of Warwick and driving daily to and from my place of work north-west of Warwick it is my belief that the linking of Greys Mallory to Longbridge without the need to travel on the M40 would reduce peak-hour congestion, especially in Warwick and roads to its south and south-east.

More recently, during the morning rush-hours, I have driven daily from my current home in central Warwick towards the A4177 to Solihull leaving Warwick via The Butts, Saltisford and Birmingham Road. Along this route it is not uncommon to see continuous queues of vehicles from the north-eastern entrance to The Butts as far back as Hatton Hill. Traffic queuing around the A46/Birmingham Road gyratory is queuing to get into Warwick, the approaches to the A46 are empty. The Butts carries two-way traffic however its north-eastern end is physically not wide enough for two vehicles to pass safely – unless both are Fiat 500s – so drivers go in single file.

What is the point of encouraging more vehicles into Warwick when its roads already cannot cope.

There seems little in the proposals to help pedestrians in Warwick.

If the gyratory at Castle Hill/St Nicholas Church Street is signalised will the needs of pedestrians be met - on two counts:

1. For tourists St Nicholas Church Street is the main pedestrian route from Warwick train station to Warwick Castle. Currently, to get from St Nicholas Church Street to the castle entrance pedestrians face dicing with death in the three lanes of traffic on Castle Hill, they do not use the signalled crossing on Banbury Road.
2. There is no crossing on St Nicholas Church Street at its Castle Hill end, this route is used by residents, visitors to the town and by pupils of King's High and Warwick Schools.

Similarly, if the Banbury Road/Myton Road gyratory is signalised will there be facilities for pedestrians, particularly those crossing Myton Road to get to Warwick School and Warwick Technology Park?

A further consideration relating to the gyratory systems at Castle Hill/St Nicholas Church Street and Banbury Road/Myton Road is that if both these gyratories are replaced by signalled junctions how will traffic travelling from Jury Street or The Butts be able to get into Castle Lane, currently they do a U turn around Castle Hill island?

These are just a few unanswered questions. Sadly, the documents comprising the Local Plan leave the reader feeling that overall it's all about houses and traffic, people don't really matter.

Yours faithfully,



Ray Soten (Mr)