

Our ref: SHARE/
Your ref: Kenilworth Neighbourhood Plan

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Dear Hayley,

KENILWORTH NEIGHBOURHOOD PLAN SUBMISSION CONSULTATION

Thank you for forwarding me details of the submission consultation for the Kenilworth Neighbourhood Plan (KNP).

Highways England is responsible for the operation and maintenance of the Strategic Road Network (SRN) in England. The network includes all major motorways and trunk roads. It is committed to supporting Government objectives on economic growth and sustainable transport, and recognises the need for closer integration of transport and land use planning as set out in the Department for Transport (DfT) Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development'.

The nearest section of the SRN to the Kenilworth Neighbourhood Area is the A46 trunk road. A section of the A46 runs along the eastern boundary of the Plan area; the southeast corner of the area being at the A46/A452 interchange and the northeast corner at the junction between the A46 and Stoneleigh Road.

We welcome the opportunity to comment on this draft version of the KNP, which makes reference to a number of issues of relevance to Highways England's network; each of these matters is commented on in turn below.

Kenilworth falls under the remit of Warwick District Council; therefore, the Neighbourhood Plan needs to support the policies set out in the adopted Warwick District Local Plan (WDLP). The WDLP was adopted in September 2017 and covers the plan period between 2011 and 2029.

The KNP bases its strategic and non-strategic transport policies on those outlined within the WDLP. Of note is WDLP Policy TR2: Traffic Generation, which requires all large-scale developments (both residential and non-residential) that result in a significant generation of traffic movements to be supported by a Transport Assessment and, where necessary, a Travel Plan. These principles accord with the requirements of paragraph 32 of the NPPF and DfT Circular 02/2013 and are therefore welcomed by Highways England.

Furthermore, the KNP outlines an intention to promote the use of sustainable modes of transport. It is anticipated that there will be an increase in traffic resulting from the provision of new homes in the area, along with the creation of new employment opportunities and sustainable transport opportunities will assist in reducing vehicular trips on the network. The parameters for this drive for sustainable modes are once again based on adopted policies within the WDLP.

Sites already in the planning pipeline will provide the appropriate mitigation for their respective traffic impact where applicable. Supporting evidence for development proposals will need to demonstrate that no undue harm to the operation or functionality of the SRN will result, and where necessary improvements will be required.

We also note the commentary on the new Kenilworth Railway Station in the KNP. Given the access to the rail network this will create, Highways England is generally supportive of the new station as this will give opportunities to reduce traffic on the A46.

Highways England wishes to be informed of future development of the Neighbourhood Plan.

Please do not hesitate to contact me if you require any more information or clarification.

Yours sincerely



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