

University of Warwick Transport S106 Obligations – Committed, Proposed and SPD Framework

Section 1 – Committed Social Science Quarter Transport S106 Obligations

Committed transport S106 obligations related to recent Social Science Quarter planning application that forms part of the University’s SPD 2033.

Social Science Quarter

Committed Obligation	Details	Implementation
Gibbet Hill Road	Sum of £50,000 towards the extension of the low-speed zone on Gibbet Hill Road through Kirby Corner to the junction of Mitchell Avenue with Westwood Way.	Contribution to be paid prior to first occupation of the development
Cannon Park Road	Sum of £25,000 to be applied towards speed reduction measures on Canon Park Road.	Contribution to be paid prior to the commencement of the development.
Bus Service Contribution: Digital Demand Responsive Transport	Sum of £200,000 to be applied towards supporting Digital Demand Responsive Transport for two years and exploring extending the DRT zone to cover the student population.	£100,000 prior to first occupation of the development. £100,000 within one year of first occupation of the development.
Walking Improvement Study	Area study defined by existing pedestrian movement patterns which will review and consider current pedestrian infrastructure at the University of Warwick main campus and its integration with the surrounding local highway network in order to identify potential pedestrian improvement opportunities.	Study commenced by the University
Cycling Improvement Study	Area study defined by existing cycle movement patterns which will review and consider current cycle infrastructure at the University of Warwick main campus and its integration with the surrounding local highway network in order to identify potential cycle improvement opportunities.	Study commenced by the University

Section 2 – Draft Science Precinct (STEM) Transport S106 Obligations

Proposed, draft transport S106 obligations related to recent planning application for Science Precinct (STEM) that forms part of the University’s SPD 2033.

Science Precinct (STEM) – DRAFT S106 Obligations

Committed Obligation	Details	Implementation
TBC – bus capacity intervention pending CCC/WCC review		
TBC – optimising signal timings pending CCC/WCC formal review of modelling results		
West Midlands Cycle Hire Extension	Sum of £50,000 towards the extension of the cycle hire scheme either in the surrounding areas of campus and/or Kenilworth, or other appropriate active travel interventions to be agreed between the Applicant, CCC and WCC	Contribution to be paid prior to first occupation of the development
Coventry-Kenilworth Cycleway study	Sum of £20,000 towards the study by CCC into a segregated cycleway from Coventry city centre to Kenilworth via the A429	Study commenced by CCC
Shared mobility network study	Sum of £35,000 (public transport, digital demand responsive transit, taxi, etc) towards a Shared Mobility Network Study to include preliminary review of University of Warwick bus interchange layout	Study to be commenced by the University prior to commencement of the Enabling Works
Lord Bhattacharyya Way/ Academic Loop Road junction	Sum of £90,000 towards creating a pedestrian and cycling priority raised table/crossing	To be commenced by the University prior to first occupation of the development
Academic Loop Road	Sum of £130,000 to extend segregated mobility lane from University Road along Academic Loop Road to its junction with Lord Bhattacharyya Way	To be commenced by the University prior to commencement of the Enabling Works
Milburn Hill Road	Sum of £30,000 to introduce traffic calming measures on Sir William Lyons Road through to Kirby Corner Road, via Milburn Hill Road	To be commenced by the University with permission from CCC prior to first occupation of the development
Shuttle Service contribution for Wellesbourne and Royal Leamington Spa	Sum of £160,000 (£80,000 over two years) to introduce a year-round dedicated shuttle service, Monday to Friday, from Main Campus to Wellesbourne Innovation Campus through Royal Leamington Spa	£80,000 prior to commencement of the Enabling Works and £80,000 within 12 months of first payment

Section 3 – Non-Mitigation Sustainable Transport Contributions

The University is committed to working collaboratively with both CCC and WCC to make positive contributions to improving sustainable travel to/from and within the University.

Separate to any required mitigation associated with Social Science Quarter, Science Precinct (STEM) and the Monitor and Manage SPD Framework S106, the University will provide the following financial support to enhance sustainable transport in the region.

Sustainable Transport Intervention	Details	Implementation
Annual Travel Survey	Staff and student travel surveys conducted on an annual basis by the University	Completed by the University
Biennial Traffic Survey	Traffic surveys on surrounding local highway network every two years	Completed by the University
Support pedestrian and cycle improvements at Gibbet Hill Road / Scarman Road / Lord Bhattacharyya Way Roundabout	Following opening of both WSS and STEM, review operation of Gibbet Hill Road / Scarman Road / Lord Bhattacharyya Way Roundabout	Sum of up to £100,000 towards a design study and modelling to improved pedestrian and cycle infrastructure at the Gibbet Hill Road / Scarman Road / Lord Bhattacharyya Way Roundabout and a sum of up to £1,000,000 towards implementation
Support improvements to local cycle network (Coventry-Kenilworth Cycleway design and implementation)	To increase cycle use to/from the campus, by monitoring cycle mode share and postcode catchment data	Sum of up to £1,000,000 (one million) towards the implementation by CCC of a cycleway from Coventry city centre to Kenilworth
Support improvements to walking, cycling and shared mobility in the vicinity of main campus	Following completion of the Walking and Cycle Improvement Studies and Shared Mobility Network Study, support the implementation of improvements	Sum of up to £1,000,000 (one million) towards the implementation of walking, cycling and shared mobility improvements as defined by the University and completed preliminary studies.
Support improved bus, coach and taxi access to the campus	Optimise bus interchange layout to improve capacity and access	Sum of up to £500,000 towards a design study, modelling and implementation of bus interchange enhancements at campus
Reduce vehicle traffic on Gibbet Hill Road	Review and comment on business case updates for A46 Link Road	Sum of up to £10,000 to support business case review for A46 Link Road in the vicinity of the University as well as sharing of data
Promote delivery of Very Light Rail scheme to main campus	Support implementation of Very Light Rail preferred route and promote dedicated University route from Coventry city centre	Sum of up to £10,000 towards the business case and implementation by CCC of a Very Light Rail route from Coventry city centre to the University

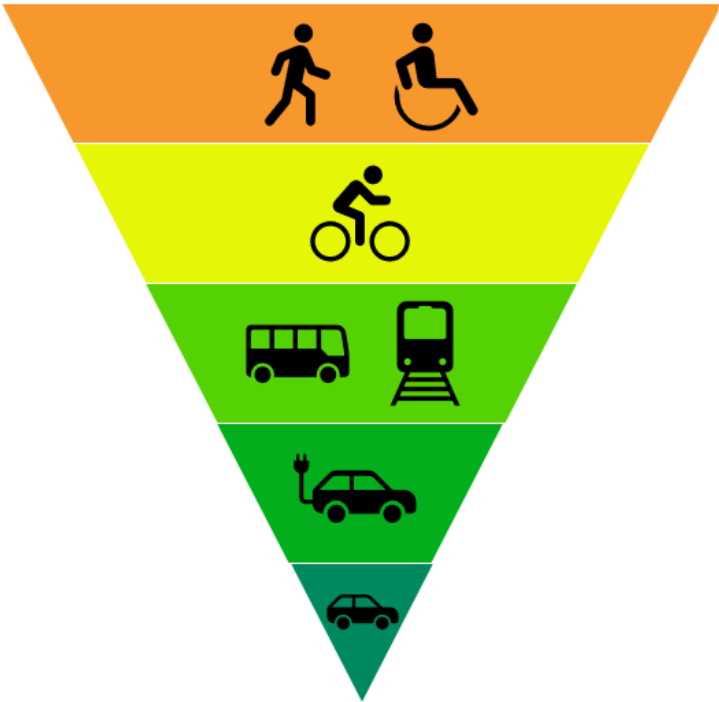
Section 4 – Monitor and Manage SPD Framework Transport S106

A series of transport-related monitor and manage obligations have been agreed with and will be reviewed by the Monitor and Manage Transport Sub Board¹.

The University has committed a sum of up to £2,000,000 (two million) to a Monitor and Manage Transport Fund for the duration of the SPD to 2033. This can be drawn down from should trigger points be met and mitigation required. This will be determined on a case-by-case basis and in agreement with all parties at the Monitor and Manage Transport Sub Board.

An option to utilise the Monitor and Manage Transport Fund to support improving sustainable transport opportunities as a proactive and flexible approach, separately from the trigger point obligations, will be at the discretion of the Monitor and Manage Transport Sub Board.

The Monitor and Manage Transport Fund should be prioritised based on the transport modal hierarchy with mitigation focused towards the most sustainable and lowest carbon travel modes.



As and when new proposals come forward as part of the SPD, the Monitor and Management Framework S106 can be used as the basis for determining appropriate S106 mitigation to support the planning process.

¹ The Monitor and Manage Transport Sub Board will monitor, review, co-ordinate and implement the agreed monitor and manage set of principles in relation to all future University development activities, the SPD and any associated s106 obligations. The Sub Board will also discuss and manage transport issues and take opportunities to foster collaboration and sharing of information to improve transport and travel within the local vicinity of the university campus and encourage positive sustainable transport shifts.

Highways

Monitor and Manage Obligation	Monitoring and Trigger	Manage
Car parking utilisation monitoring	<p>Monitor car park usage and occupancy for five years, from first occupation off WSS or STEM, using ANPR data on a monthly basis.</p> <p>If utilisation exceeds 90% occupancy at peak periods for three consecutive months, further mitigation is required</p>	<p>Use Monitor and Manage Transport Fund for mitigation to include package of measures:</p> <ul style="list-style-type: none"> • Overspill parking monitoring in defined locations • Financial contribution towards review and consultation of amendments or introduction of parking controls on public highway • Implement further sustainable travel initiatives and incentives • Disincentivise car usage
Review University-related traffic to/from Campus at peak periods for duration of the SPD on a biennial basis to ensure 16% peak period uplift from 2018 baseline is not reached	Biennial traffic surveys (Oct/Nov) at fixed locations to monitor University-related traffic over time. To be supplemented with evidence base from annual travel survey and Vivacity sensors	If 16% peak period University-generated traffic growth is exceeded, a financial sum from the Monitor and Manage Transport Fund for use on sustainable transport measures

Active Travel – Walking

Monitor and Manage Obligation	Monitoring and Trigger	Manage
Support and promote increased walking by students and staff	Use results from the Walking Improvement Study to prioritise opportunities for improvements to the walking environment to, from and within the Campus	Use Monitor and Manage Transport Fund to implement walking-related improvements to be agreed by the Monitor and Manage Transport Sub Board
Ensure walking mode share for staff and students increases and does not fall below 3% for staff, 30% for undergraduates and 25% for postgraduates	Monitor walking mode share through annual travel survey and Vivacity sensors	<p>If walking mode share drops below target, use Monitor and Manage Transport Fund for mitigation to include optional package of measures to be considered as one-off interventions or through a series of consequential actions:</p> <ul style="list-style-type: none"> • Implement further active travel initiatives and incentives • Consider further implementation of improvements as part of the Walking Improvement Study

Active Travel – Cycling

Monitor and Manage Obligation	Monitoring and Trigger	Manage
Support and promote increased cycling by students and staff	Use results from the Cycle Improvement Study to prioritise opportunities for improvements to the walking environment to, from and within the Campus	Use Monitor and Manage Transport Fund to implement cycling-related improvements to be agreed by the Monitor and Manage Transport Sub Board
	Cycle training support for staff and students in partnership with local authority partners and engagement programmes	Use Monitor and Manage Transport Fund to implement a structured programme of cycle training for staff and students of all abilities – repeated annually
	Monitor cycle parking utilisation across the Campus	Use Monitor and Manage Transport Fund to provide more cycle parking at popular locations
Ensure cycle mode share for staff and students increases and does not fall below 8% for staff, 5% for undergraduates and 7% for postgraduates	Monitor cycle mode share through annual travel survey and Vivacity sensors	<p>If cycle mode share drops below target, use Monitor and Manage Transport Fund for mitigation to include optional package of measures to be considered as one-off interventions or a series of consequential actions:</p> <ul style="list-style-type: none"> • Implement further active travel initiatives and incentives • Provide more secure cycle parking and supporting facilities in response to feedback from annual travel survey • Consider further implementation of improvements as part of the Cycle Improvement Study

Sustainable Travel – Bus Services

Monitor and Manage Obligation	Monitoring and Trigger	Manage
<p>Review existing bus service patronage and occupancy levels on services to/from the Campus based on where staff and student demand is shown to be highest</p>	<p>Work with local authority partners and operators to determine service gaps and support delivery of enhanced services in areas of high demand</p>	<p>Use Monitor and Manage Transport Fund to support bus routes serving the University, with KPIs and monitoring of any funded improvements</p>
<p>Promote bus use and ensure bus mode share for staff and students does not fall below 10% for staff, 35% for undergraduates and 35% for postgraduates (subject to a consistent level of bus service availability, reliability and affordability)</p>	<p>Monitor bus mode share through annual travel survey</p>	<p>If bus mode share drops below target, use Monitor and Manage Transport Fund for mitigation to include optional package of measures to be considered as one-off interventions or a series of consequential actions:</p> <ul style="list-style-type: none"> • Enhanced performance agreement from operators • Discounted ticketing for staff and students • Funding to support delivery of enhanced services