

Kenilworth Road Cycle Route, Leamington Spa (K2L Section 1a)

Appendix A: Summary of community engagement

Overview

Between 26th August and 30th September 2022, local residents and organisations were invited to provide feedback on proposals for a new cycle route along the Kenilworth Road.

A press release was issued by Warwickshire County Council on 29th August:

<https://www.warwickshire.gov.uk/news/article/3221/give-your-views-on-plans-for-the-kenilworth-road-cycle-scheme>

This was supported by a dedicated web page, with scheme drawings and a link to an online form:

<https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/6>

Following feedback from a local resident, additional text was added to the online form (5.30pm on 1st September, after 45 responses had already been submitted). This included:

- Explicit link in the title of the form to the dedicated web page
- Additional text for Question 2 asking people to refer to detailed descriptions and scheme drawings.

As well as the online form, more detailed comments or queries were invited to be submitted to the Transport Planning Unit email inbox or by telephone.

Approximately 200 emails were sent to local stakeholders on 26th August. 500 letters were sent out to adjacent residents on 30th August.

Public notices regarding the proposed footway conversion and pedestrian crossing upgrade (Section 23 Road Traffic Regulation Act 1984 and Sections 65 & 66 Highways Act 1980) were posted online on 9th September, erected at 3 locations along the route on 13th September and published in the Leamington Spa Courier series on 15th September 2022. Any objections were requested by 7th October 2022.

Drawings were available to view at Leamington Library and Shire Hall in Warwick, as well as at Leamington Eco-Fest on Saturday 3rd September and a drop-in event at the Royal Priors Shopping Centre on Monday 5th September. Paper survey forms were available at these venues. The scheme was also mentioned in discussions at the Warwickshire Vision group (Leamington Spa) on 15th August.

Key actions identified from the comments and responses are:

- Progress the scheme – there is strong overall support for the project and support for all of the main elements
- Request decision to proceed from Portfolio Holder due to the objections raised about the shared use sections
- Formally advertise a Traffic Regulation Order for extension of double yellow lines
- Commission traffic turning counts to assess the impact of the proposed removal of right turn filters at Woodcote Road and Cloister Crofts and the proposed retention of right turn filter at Northumberland Road
- Retain a pedestrian refuge between Cloister Crofts and Northumberland Road – following concerns raised about the proposed removal of the existing refuge
- Review designs in light of other specific comments regarding segregation, cycle priority and access to/from other roads, and consider safety concerns and additional design suggestions alongside the additional traffic data
- Continue to progress the other sections of the Kenilworth to Leamington (K2L) cycle route

Responses

Feedback from events

Face-to-face discussions with local residents, at the Warwickshire Vision meeting, Leamington Eco-Fest and the drop-in event at Royal Priors, picked up on the same themes as those mentioned in the emails and online survey responses (see below).

Comments received by email

25 individuals and representatives of organisations emailed detailed comments directly to Warwickshire County Council. These included the following organisations:

- Cycleways
- Kenilworth Town Council
- Leamington Spa Town Council
- The National Federation of the Blind of the UK (NFBUK)
- Warwick District Council (Climate Change Team)
- West Midlands Combined Authority (Walking and Cycling Commissioner)/ Phil Jones Associates

Cycleways raised concerns about crossing points and limited space and suggested an alternative design with 2.0m wide cycle lanes and continuity along the southern section of Kenilworth Road.

Kenilworth Town Council noted concerns about the absence of a safe crossing point at the northern end of the route and the need for faster progress on the full K2L scheme.

The National Federation of the Blind of the UK (NFBUK) raised serious concerns over the design and recommended that the scheme is significantly modified to ensure discrimination is not created for disabled people and that safe access to the pavement, pedestrian crossings and direct access from the pavement to and from the bus stop is maintained.

West Midlands Combined Authority (Walking and Cycling Commissioner)/ Phil Jones Associates made detailed comments on design features and suggested a number of modifications.

Online and Paper Survey Question responses

The next section provides a breakdown of the online responses by question. There were 177 responses in total to the survey questions (175 online and 2 paper).

Question 1. To what extent do you agree or disagree with the proposal to provide an improved route for cycling in this location (Kenilworth Road, Binswood Avenue, Beauchamp Road)?

Strongly Agree = 128

Agree = 13

Neither agree nor disagree = 3

Disagree = 6

Strongly Disagree = 27



2. To what extent do you agree or disagree with the following elements of the proposed scheme? (Please refer to detailed descriptions and scheme drawings)

1. New pedestrian and cyclist crossing refuge on Clarendon Avenue

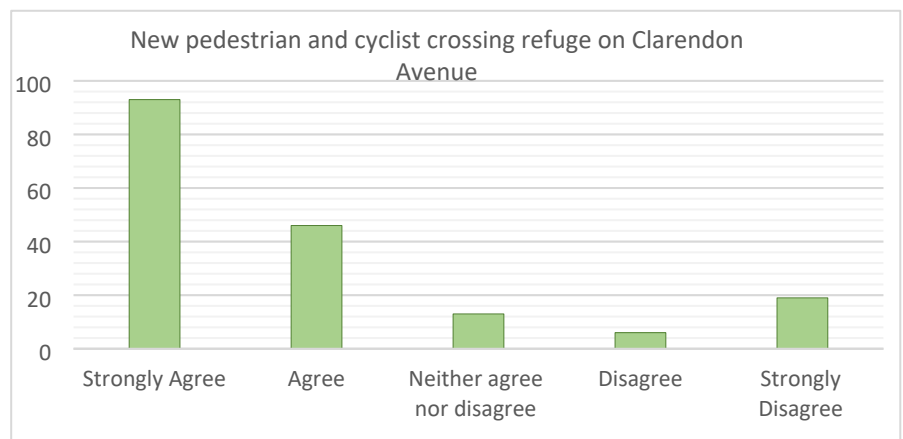
Strongly Agree = 93

Agree = 46

Neither agree nor disagree = 13

Disagree = 6

Strongly Disagree = 19



2. Pavement extension and provision of cycle parking stands on Beauchamp Road

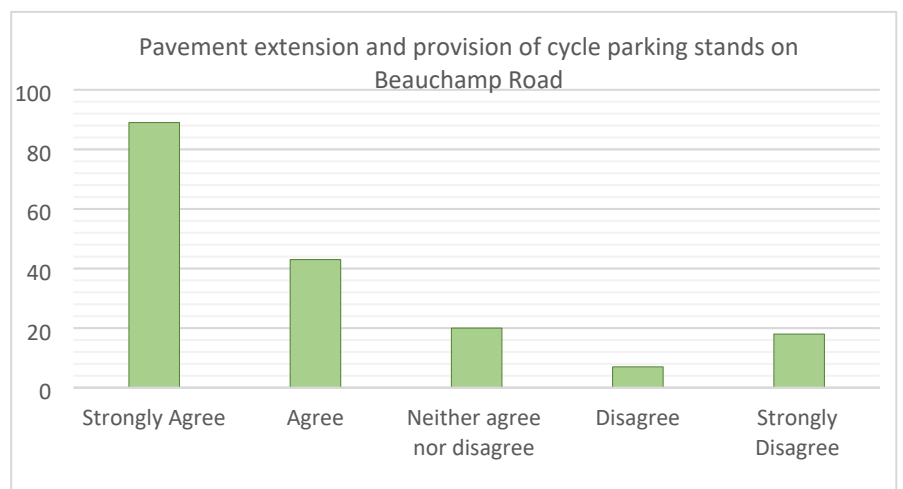
Strongly Agree = 89

Agree = 43

Neither agree nor disagree = 20

Disagree = 7

Strongly Disagree = 18



3. On-road advisory cycle route between Clarendon Avenue and Kenilworth Road, along Beauchamp Road and Binswood Avenue

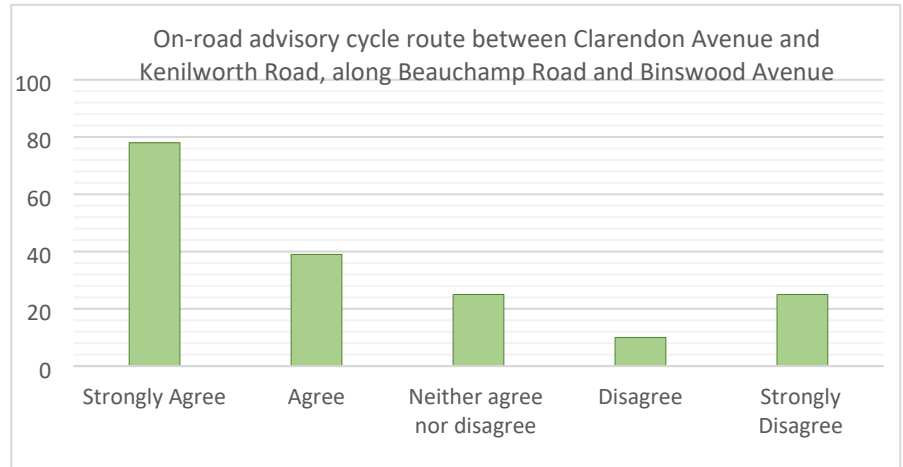
Strongly Agree = 78

Agree = 39

Neither agree nor disagree = 25

Disagree = 10

Strongly Disagree = 25



4. Separate cycle track (3.0m wide) along the eastern side of Kenilworth Road between Binswood Avenue, and Cloister Crofts.

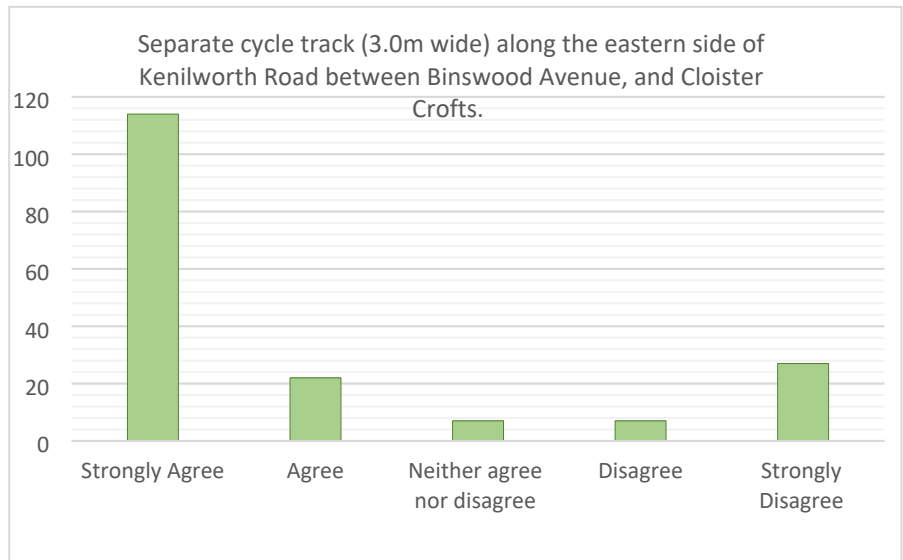
Strongly Agree = 114

Agree = 22

Neither agree nor disagree = 7

Disagree = 7

Strongly Disagree = 27



5. Pavement widening and creation of short sections of shared use footway/ cycle track adjacent to bus stops, pedestrian crossings and side roads

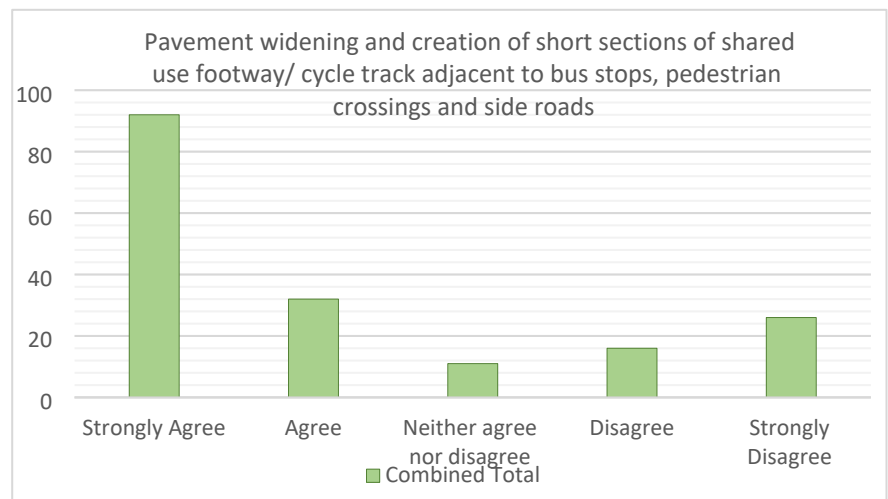
Strongly Agree = 92

Agree = 32

Neither agree nor disagree = 11

Disagree = 16

Strongly Disagree = 26



6. Upgrade of existing signal-controlled pedestrian crossing (Puffin) to a pedestrian and cycle crossing (Toucan) across Lillington Avenue

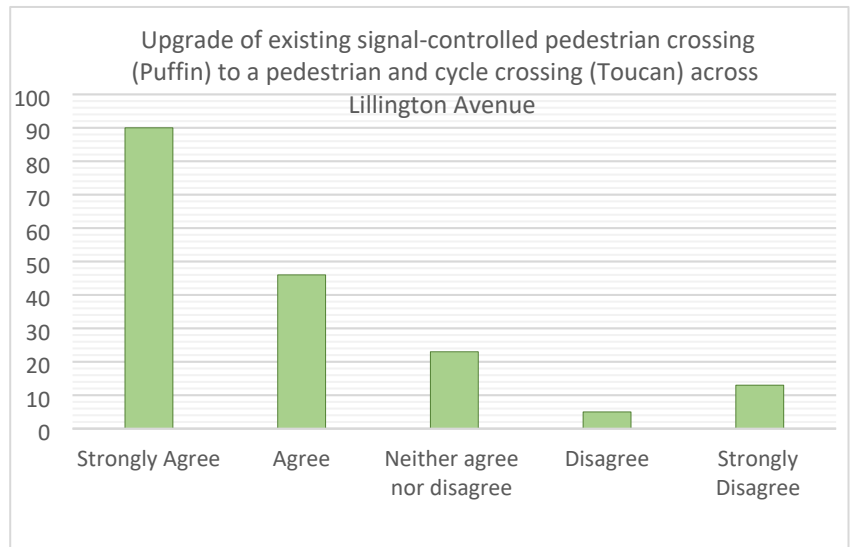
Strongly Agree = 90

Agree = 46

Neither agree nor disagree = 23

Disagree = 5

Strongly Disagree = 13



7. Priority crossing for pedestrians and cyclists across Woodcote Road cul-de-sac.

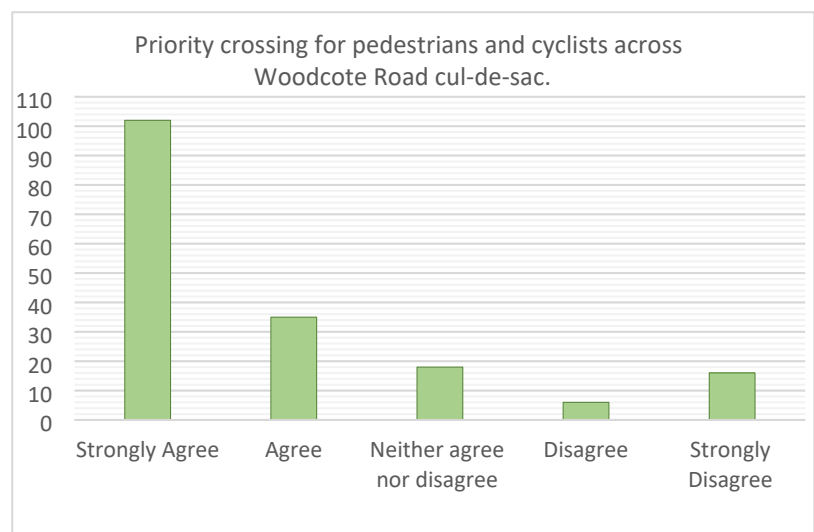
Strongly Agree = 102

Agree = 35

Neither agree nor disagree = 18

Disagree = 6

Strongly Disagree = 16



8. Pavement widening and creation of shared use footway/ cycle track between Cloister Crofts and Gables House

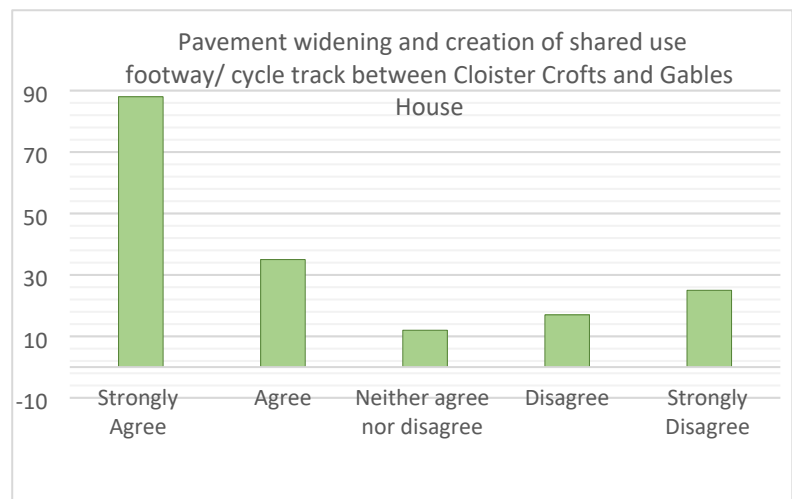
Strongly Agree = 88

Agree = 35

Neither agree nor disagree = 12

Disagree = 17

Strongly Disagree = 25



9. Extension of double yellow lines on both sides of Kenilworth Road (between Binswood Avenue and Gables House, north of Northumberland Avenue)

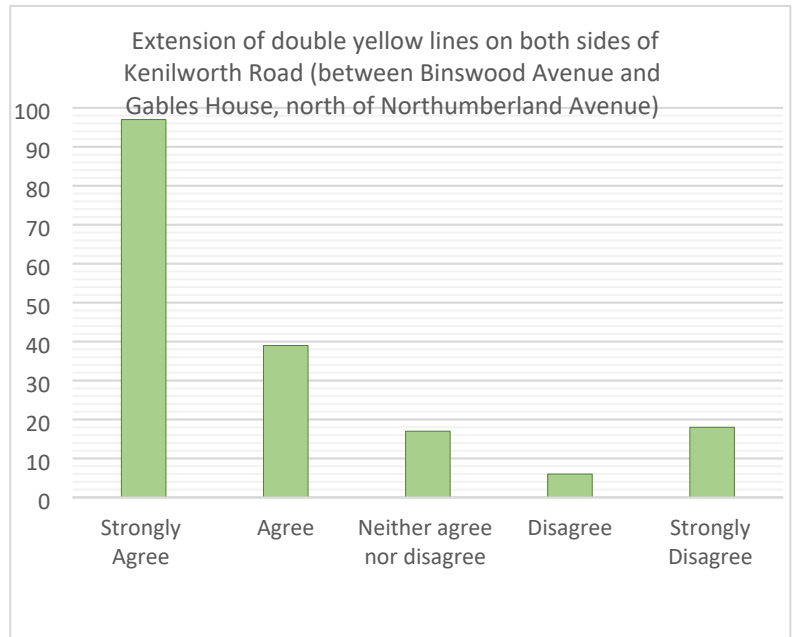
Strongly Agree = 97

Agree = 39

Neither agree nor disagree = 17

Disagree = 6

Strongly Disagree = 18



3. Do you have specific comments you would like to make about the design of the proposed scheme or any suggestions for changes?

Together with the 25 email responses, a number of key themes emerged:



Theme Ref.	Theme	Online Survey Responses	Emailed Comments	Total
A	Support segregated facilities	25	9	34
B	Support more cycle priority on side roads	22	9	31
C	Concerned with access from Binswood Avenue and to and from Leamington Town Centre	16	4	20
D	Against removal of right-turn lanes and/or general risk of increasing congestion	12	7	19
E	General safety concerns including property accesses and buffer between vehicle traffic.	13	19	32
F	Against removal of pedestrian refuge near Cloister Crofts	7	4	11
G	Support vehicle parking restrictions	5	2	7
H	K2L delivery phasing. Links to other locations/schemes	6	8	14
I	Town centre cycle parking /storage	3	0	3
J	Against vehicle parking restrictions	2	0	2
K	Maintenance concerns	2	1	3
L	Additional design suggestions	3	16	19

4. How frequently do you currently travel on Kenilworth Road using the following transport modes?

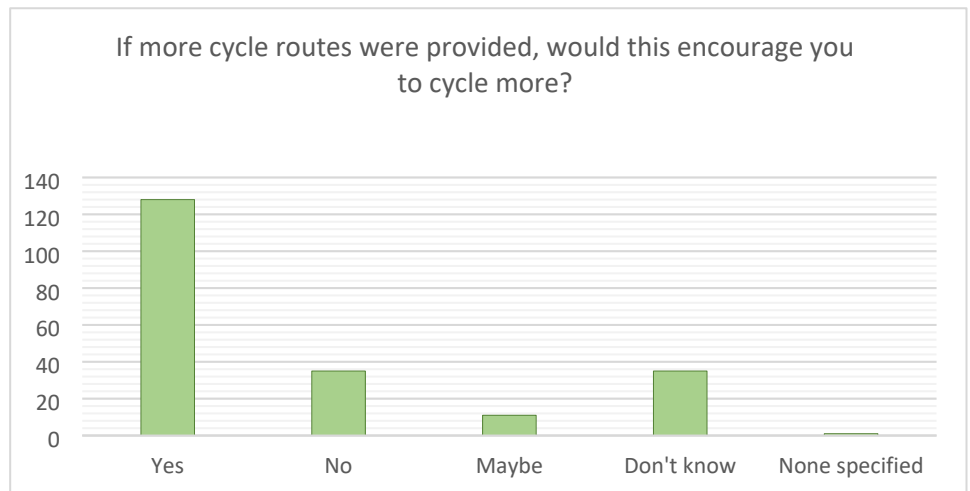
Frequency	Frequently (Once a week or more)	Occasionally (1-3 times a month)	Rarely (less than once a month)	Never	Not Applicable	Blanks
On foot	55	31	40	34	2	15
Cycle	40	36	27	48	7	19
Bus	13	31	36	65	8	24
Car or van	90	50	19	3	4	11
Motorcycle or moped	0	1	3	96	42	35
Taxi or minicab	3	3	34	81	22	34
Lorry	0	1	0	97	46	33
Other	1	1	0	53	61	61

5. If you currently walk or cycle on Kenilworth Road, Binswood Avenue and Beauchamp Road in Leamington Spa, or have done in the past, do you have any comments you would like to make about your experiences?

Although some current users thought that it was fine, many were concerned about safety.

6. If more cycle routes were provided, would this encourage you to cycle more?

Yes = 128
 No = 35
 Maybe = 11
 Don't Know = 35
 None Specified = 1



7. Which of the following best describes you? (Please select all that apply)

Are You?	Total
I live on Kenilworth Road, Binswood Avenue or Beauchamp Road	24
I live in another part of Leamington Spa or Warwick	110
I live outside of Leamington Spa and Warwick	29
I am a business owner in Leamington Spa or Warwick	4
I work in Leamington Spa or Warwick	27
I go to school or college in Leamington Spa or Warwick	2
Other	15