

**AGENDA MANAGEMENT SHEET**

**Name of Committee** Warwick Area Committee

**Date of Committee** 8th May 2007

**Report Title** Proposed Cycle Route to North Leamington School

**Summary** It is proposed to introduce a cycle route to North Leamington School, including its new site at Manor Hall, incorporating four Toucan crossings along the route. Approval is sought for the four signalised crossings and conversion of various footways into shared use footway/cycleways.

**For further information please contact** Simon Gordon  
Traffic Projects Engineer  
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simongordon@warwickshire.gov.uk

**Would the recommended decision be contrary to the Budget and Policy Framework?** Yes/No

**Background Papers** Proposed route plan.  
Summary of objections and comments.

**CONSULTATION ALREADY UNDERTAKEN:-** *Details to be specified*

Other Committees  .....

Local Member(s)  Councillor Mrs S Boad  
(With brief comments, if appropriate) Councillor Mrs E Goode

Other Elected Members  .....

Cabinet Member  .....  
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)

Chief Executive  .....

Legal  I Marriott – comments incorporated.

Finance  .....

- Other Chief Officers  .....
- District Councils  Warwick District Council - comments regarding the conservation area.
- Health Authority  .....
- Police  General support.
- Other Bodies/Individuals  Leamington Town Council, Warwick District Cycle Forum, Government Office for the West Midlands (GOWM), five local schools, local residents.

**FINAL DECISION**

**YES/NO** (If 'No' complete Suggested Next Steps)

**SUGGESTED NEXT STEPS :**

*Details to be specified*

- Further consideration by this Committee  .....
- To Council  .....
- To Cabinet  .....
- To an O & S Committee  .....
- To an Area Committee  .....
- Further Consultation  .....

## Warwick Area Committee - 8th May 2007

### Proposed Cycle Route to North Leamington School

#### Report of the Strategic Director for Environment and Economy

##### Recommendation

That approval be given to:-

1. The conversion of the various sections of footway as shown on the plan in **Appendix B** to shared use cycleway/footways, with relevant comments to be taken on board during detailed design.
2. The provision of a Toucan crossing on Cubbington Road.
3. The upgrade of the existing Zebra crossing on Kenilworth Road to a Toucan crossing.
4. The upgrade of the existing two Pelican crossings on Lillington Road to Toucan crossings.

#### 1. Introduction

- 1.1 A cycle route linking Leamington Town Centre and the North of the town was identified as part of the strategic cycle network. This network aims to link schools and local amenities with residential areas and includes a proposal to link North Leamington School to the town centre, linking areas through the catchment area.
- 1.2 The route is being proposed as part of the Safer Route to School initiative, which aims to promote travelling to school using sustainable methods of transport, especially walking and cycling.
- 1.3 The plan in **Appendix B** shows the proposed route, primarily along Binswood Avenue, Lillington Road, Oak Tree Close, Heemstede Lane, Cubbington Road, and Park Road. It consists mainly of shared use cycleway/footways adjacent to the carriageway, one section of shared use cyclepath/footpath through 'Midland Oak' recreation ground, and four Toucan crossings, which allow use by cyclists without having to dismount.

- 1.4 As Highway Authority, the County Council is able to effect such changes to footways and cycle tracks using statutory powers under Section 64 and 65 of the Highways Act 1980, after obtaining a resolution from the relevant Area Committee.
- 1.5 This report seeks the approval of the Committee to implement the scheme as consulted upon and advertised, including conversion of footways to shared use cycleway/footways, and the provision of four Toucan crossings.

## **2. Background**

- 2.1 Construction is due to commence soon on a new School based at the existing Manor Hall site on Sandy Lane. This will incorporate all students from North Leamington School, which will subsequently close.
- 2.2 The new school will have a much larger intake and catchment area, so it is important to provide links with sustainable forms of transport to these areas to help offset the expected increase in car journeys in this area. It is recognised that the travel habits of existing children will be difficult to change, but the next generation will be far easier to persuade to use the proposed route.
- 2.3 An earlier consultation on a similar version of the scheme was undertaken in mid 2004. 79 responses were received, 45 of which were generally in favour of the scheme, 28 against, and 6 unsure. Many of the positive responses included various concerns about certain parts of the scheme.
- 2.4 The comments from the initial consultation were analysed, and further design work and feasibility studies of alternative options were considered. Consultation was then carried out on a modified scheme with local representatives from pedestrian and cycling groups, before wider consultation with residents was carried out.

## **3. Consultation**

- 3.1 The proposal to construct the four Toucan crossings was advertised in the Leamington Observer and Courier on 14th and 15th March 2007. Details of the cycle route and the crossings were sent to all properties along the route, the local schools, and to statutory consultees.
- 3.2 Of the main consultees, three responses were received. Warwickshire Police supported the scheme in principle. Warwick District Council requested that we minimise environmental impact within the sections of the route that are within conservation areas. Lillington School were in favour of the Cubbington Road crossing to ensure the safety of children.
- 3.3 There were 34 responses to the consultation from residents, of which six were positive, ten were objections, two were objections but with no specific grounds to do so, four were negative but not an objection, and thirteen were of mixed opinion. The responses with mixed opinion were generally in favour of having a cycle route or encouraging cycling, but had concerns over the route, or certain

sections. A summary of all comments is shown in **Appendix A** and the common ones are listed below.

### 3.4 **Comment/Objection**

Safety concern of cyclists and pedestrians using the footway.

#### **Response**

Experience of shared use cycleway/footways in Warwickshire and nationally is generally positive after implementation. There can be a natural resistance of such facilities from pedestrians, but provided sufficient width is provided and visibility is adequate, especially at side roads and other junctions, there is little evidence of actual safety problems. An independent Road Safety Audit has been carried out on this scheme and further audits are carried out later in the process, and any issues that result from these will be addressed.

The specific concerns raised amongst the comments received will receive further attention during detailed design with a view to reducing any possible risks.

### 3.5 **Comment/Objection**

Safety concern over pulling out of private driveways with cyclists on the footway.

#### **Response**

Further to the comments in 3.4 which equally apply to this concern, it is difficult to highlight these type of cycle routes across private driveways and accesses because the visibility problems are often as a result of high walls or vegetation within the adjacent private land. However, experience has shown that cyclists have a tendency to cycle between the middle and outside edge of a footway, especially where they are bound by a wall on one side, and so incidents of this nature are not common. Where visibility can be improved within the Public Highway this will be done so.

A segregated cycleway/footway was considered which may have addressed some of these issues, however this would require a significant amount of additional tactile paving and road markings. Considering that much of the route is within a conservation area, and the environmental concerns (see 3.10), this was not felt to be appropriate for the expected levels of cyclists and pedestrians compared to vehicle movements across driveways.

### 3.6 **Comment/Objection**

Kenilworth Road/Cloister Crofts is a better route and will be used more.

#### **Response**

This route was considered early on when planning the scheme. The proposed route was chosen in preference due to it passing closer to residential areas within the catchment area, having lower traffic and pedestrian volumes, having

fewer private driveways adjacent to the route, and it provides better opportunities for the introduction of cycle friendly facilities. This includes a more consistent width of footway and fewer major junctions to negotiate.

Currently the most commonly used route (due to its directness) is via Kenilworth Road, Cloister Crofts and Cloister Way so this comment is understandable, however there will be no access to the new School site via this route and so it will cease to be such an attractive route.

### 3.7 **Comment/Objection**

The cycleway on the west side of Lillington Road (north of Cloister Crofts) should be on the other side of the road.

#### **Response**

Due to the high volume of traffic on Lillington Road, this would require having another Toucan crossing further up towards Park Road and converting the east side to shared footway/cycleway instead of the west side. This is not as direct as the proposed route and may lead to both sides of the footway being used. Footway widths are equal or less on the west side, with a similar number of driveways, therefore little if any benefit can be seen from this change, which would also entail additional cost and delay to drivers.

### 3.8 **Comment/Objection**

Cycle routes should be on the carriageway not the footway.

#### **Response**

On-footway cycle routes are not appropriate in all cases, but existing child cyclists in this area, especially near main roads, nearly all use the footway. It is clear that the perception of on-carriageway cycle routes by both children and their parents is such that they are unlikely to be used in this case.

The number of actual safety issues may be similar both on and off carriageway, although with different causes, but any collisions that may occur are likely to be more severe on-carriageway, especially at junctions that require turning manoeuvres.

### 3.9 **Comment/Objection**

The scheme is a waste of money.

#### **Response**

Encouraging cycling by providing cycle routes is a key aspect of reducing congestion, as well as providing many other benefits related to health, noise and air pollution. It is one of the most sustainable methods of transport available and is the best and often only independent method of travel for children of secondary school age.

### 3.10 **Comment/Objection**

The environment will be spoilt and mature trees will be adversely affected/ chopped down.

#### **Response**

There is no intention to remove or disrupt any trees as part of this scheme. However, there would need to be some general vegetation cutting to improve visibility at certain junctions, which in most cases should improve the area.

Environmental impact (including extra street clutter, road markings and removal of grass verges) will be kept to a minimum. However, it is not possible to have a route on footway with no environmental impact. The alternative of the cycle route being only on-carriageway (see 3.8) or being no route at all (see 3.9) are not considered viable options.

## **4. Conclusion**

- 4.1 It is recommended that Area Committee approves the provision of the four Toucan crossings at the proposed locations as shown on the scheme plan in **Appendix B**.
- 4.2 It is recommended that Area Committee approves the conversion of the footways highlighted in **Appendix B** to shared use footway/cycleway facilities, pursuant to Sections 64 and 65 of the Highways Act 1980.

JOHN DEEGAN  
Strategic Director for Environment and Economy  
Shire Hall  
Warwick

23rd April 2007

# Warwick Area Committee - 8th May 2007

## Proposed Cycle Route to North Leamington School

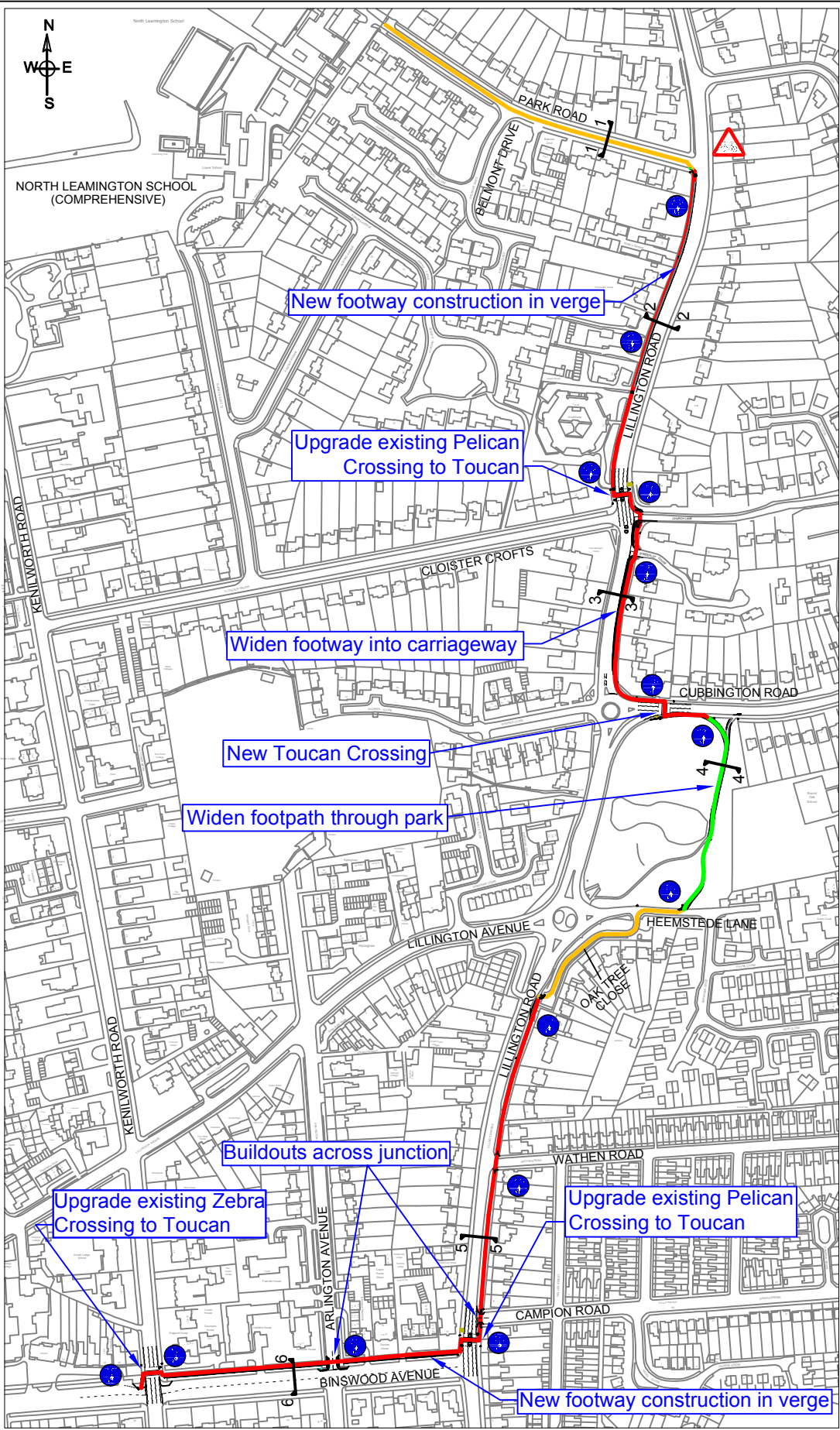
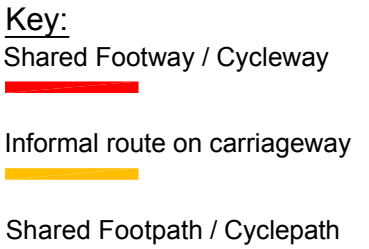
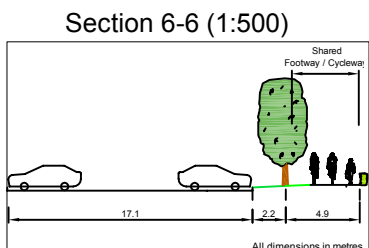
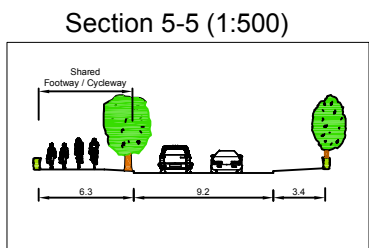
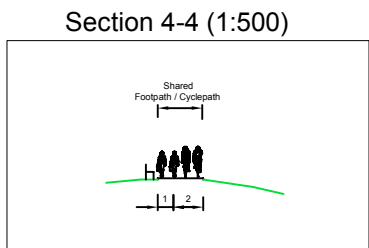
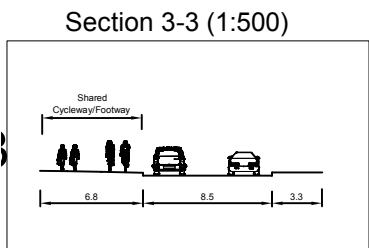
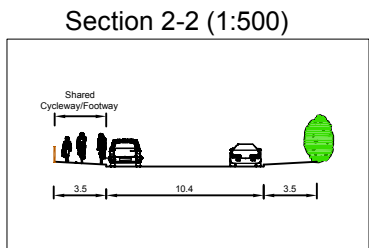
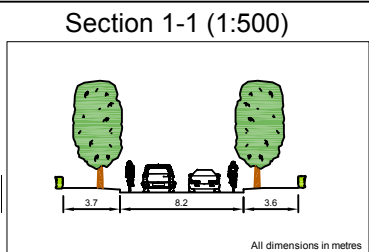
## Appendix A of Agenda No

### Summary of Comments and Objections

Comments	Source	Address	Method
<u>Positive</u>			
Support in Principle	Warwickshire Police		Email
In favour of cycle routes but concern that footway widening is excessive	Resident	Lillington Road	Email
Total support of scheme and disagrees with negative leaflet received	Resident	Lillington Road	Email
Strong support for scheme. Would like additional traffic calming on Lillington Road	Resident	Lillington Road	Email
In favour of Cubbington Road Toucan crossing to ensure safety of children	Head teacher	Lillington Primary School	Letter
Entirely support scheme. Profoundly disagrees with negative leaflet received	Resident	Lillington Road	Letter
Supports scheme. Will encourage people to walk and cycle more.	Resident	Lillington Road	Email
Will improve conditions for pedestrians and cyclists, especially the Zebra crossing upgrade. Her 11year old daughter will be safer to cycle.	Resident	Arlington Avenue	Email
<u>Negative</u>			
Objection. No comment	Resident	Lillington Road	Email
Objection. Concern over pulling out of driveway, safety of pedestrians on shared use cycleway, and parking in Park Road	Resident	Lillington Road	Email
Objection. Concern over safety of pedestrians, cutting down trees, and that it won't stop parents driving anyway	Resident	Oak Tree Close	Email
Concern that route would not be used (suggest Kenilworth Road/Cloister Crofts), safety of pedestrians, cutting down trees	Resident	University of Warwick	Email
Objection. Concern that roads around Arnold Lodge pre school and 6th form college are already hectic, and reversing from driveway	Resident	Binswood Avenue	Email
Objection. Concern over pulling out of driveway and cutting down of trees, especially west of Kenilworth Road	Resident	Binswood Avenue	Email
Concern over use / volume of audible alarm at Toucan crossing on Kenilworth Road	Resident	Kenilworth Road	Letter
Concern over conflict at access road into Southfields housing complex. Suggest use of other side of Lillington Road	Secretary of Southfields Tenant Assoc.	Lillington Road	Letter
Objection. Lack of supervision of children cycling leading to dangerous behaviour. Safety of pedestrians. It is a conservation area.	Resident	Binswood Avenue	Letter
Objection. Cycle routes are never used and this won't be either. Waste of money should be spent on other things.	Resident	Binswood Avenue	Email
Objection. Unsafe for pedestrians, cyclists should be on road with better education. Money better spent elsewhere. Concern over exiting driveway.	Resident	Binswood Avenue	Letter via email
Objection. Unsafe for pedestrians, cyclists should be on road with better education. Money better spent elsewhere. Concern over loss of trees / verge.	Resident	Binswood Avenue	Letter via email
School is closing. Better routes elsewhere. Concern over safety of pedestrians/speed of cyclists, loss of verge/trees, and exiting from driveways	Resident	Lillington Road	Email
Objection. No comment	Resident	Lillington Road	Letter
Objection. Cyclists should use wide road, and remove parking if necessary.	Resident	Binswood Avenue	Letter
Objection. Concern over safety of elderly pedestrians, and chopping down trees. Might be better on otherwise of road.	Resident	Binswood Avenue	Letter
<u>Mixed</u>			
Support of cycle routes but concern over access route and parking at new site via Park Road	Resident	Park Road	Email
Agree with cycle routes. Concern over pulling out of driveway	Resident	Lillington Road	Email
General Support with additional parking control on Kenilworth Road	Resident		Email
Support cycle routes but feel this route won't be used (suggest Kenilworth Road/Cloister Crofts). Poor visibility at Church Lane	Resident		Email
In favour of cycle routes, but concern over use of Oak Tree Close due to visibility, reversing out of driveway. Suggest use of footway on Lillington Road	Resident	Oak Tree Close	Letter
Waste of money because route will not be used. Suggest use of Kenilworth Road / Cloister Crofts	Resident	Lillington Road	Letter
Agree with cycle routes for children but concern over pulling out of access, and safety of pedestrians. Suggest use of other side of Lillington Road	Resident	Lillington Road	Letter
Concern over pulling out of access and safety of pedestrians on footway and on Lillington Road crossing. Suggest use of other side of Lillington Road	Resident	Lillington Road	Letter
Objects to scheme unless trees are not cut down, pedestrians are safe on footway, and signalised crossings do not cause congestion	Resident	Binswood Avenue	Letter
The route won't be used because it's within walking distance and not direct, unless other areas are improved too. Lillington Road should be widened.	Resident	Lillington Road	Letter
Acknowledges need for safer routes for cyclists but concern over safety of pedestrians, vehicle congestion and deliveries.	Resident	Lillington Road	Letter
Would like to see route implemented but would prefer the 2 Lillington Road roundabouts to be signalised rather than bypassing it through the park	Warwick Cycle Forum		Email
Agree with encouraging cycling but not on footway because dangerous for pedestrians & exiting from driveway. Should be on road but better educated.	Resident	Lillington Road	Email



# APPENDIX B



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Warwick Area Committee - 8th May 2007

## PROPOSED CYCLE ROUTE TO NORTH LEAMINGTON SCHOOL

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Strategic Director  
ENVIRONMENT AND ECONOMY DIRECTORATE  
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