

AGENDA MANAGEMENT SHEET

Name of Committee Warwick Area Committee

Date of Committee 25 September 2007

Report Title Tachbrook Road Cycleway

Summary A new cycleway is proposed on Tachbrook Road, Leamington Spa, between Queensway and High Street. This report seeks approval for conversion of the western footway to a shared use footway/cycleway and for providing raised table crossing points on the side roads along the route.

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

Background Papers Consultation results.

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

- Other Committees
- Local Member(s) Councillor M Singh
(With brief comments, if appropriate)
- Other Elected Members
- Cabinet Member
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)
- Chief Executive
- Legal I Marriott – agreed.
- Finance C Holden – comments incorporated.
- Other Chief Officers

- District Councils Warwick District Council – no response received.
- Health Authority
- Police Support proposals in principle – support for raised tables to be confirmed (see para 5.3).
- Other Bodies/Individuals Leamington Town Council; Whitnash Town Council; local residents; community groups; statutory consultees for traffic calming measures. Comments incorporated into report.

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 – 25 September 2007

Tachbrook Road Cycleway

Report of the Strategic Director for Environment and Economy

Recommendation

That Area Committee approves:-

1. The conversion of the western footway on Tachbrook Road, between Queensway and High Street, to shared use footway/cycleway.
2. The provision of 'raised table crossing points' on Bury Road, Kingsway, Baker Avenue and Cashmore Avenue.

1. Introduction

- 1.1 An existing shared use footway/cycleway on Tachbrook Road extends from Warwick Gates residential development to the Queensway junction. Whilst the cycle provision then continues along Queensway to link to Myton Road cycle route, there are currently no cycle facilities north of the Queensway junction on Tachbrook Road.
- 1.2 It is proposed to extend the existing cycle facilities from Queensway to the High Street/Old Warwick Road junction in order to provide a continuous cycle route along Tachbrook Road. Completion of this 'missing link' will assist people cycling to the town centre, rail station and other key locations in Leamington Spa.
- 1.3 Completion of the Tachbrook Road cycleway has been identified as a priority within the cycle network plan for Warwick and Leamington Spa. The volume of traffic, on-street parking, relatively narrow carriageway and frequent side roads currently make conditions for cycling on the Tachbrook Road unattractive to less experienced cyclists.
- 1.4 A budget of £250,000 has been allocated towards the Tachbrook Road cycleway scheme within the Local Transport Plan Capital Programme for 2007/8.

2. Benefits of Scheme

- 2.1 The proposed cycle facilities between Queensway and High Street will connect to the existing cycle lanes on Old Warwick Road and enable a link to the train

station, via a Toucan crossing recently installed at the Old Warwick Road signals.

- 2.2 As well as improving cycle access from south Leamington to the train station and town centre, the scheme will help those cycling from other parts of the town and from the rail station to the employment sites located to the south west of Tachbrook Road.
- 2.3 A cycle route linking Bishops Tachbrook and Warwick Gates is currently under development as part of a Safer Routes to School project. Together these schemes will create a continuous cycle link from Bishops Tachbrook to the High Street.
- 2.4 A plan highlighting how the proposed Tachbrook Road cycleway scheme will link to the existing cycle network can be found in **Appendix A**.

3. Details of Cycleway Scheme

- 3.1 The proposed scheme consists of a segregated shared use footway/cycleway on the west side of Tachbrook Road, which is consistent with the existing cycle facilities between Warwick Gates and Queensway. This off-carriageway shared use option was selected due to the insufficient width for on-carriageway cycle lanes on Tachbrook Road and the availability of space on the footway, as well as for reasons of route continuity and consistency.
- 3.2 The majority of the western footway is very wide and both pedestrians and cyclists will generally each have more than two metres of designated space.
- 3.3 The footway narrows over the canal bridge and although it is proposed to widen it into the carriageway slightly to attain a width of 2.8 metres, the facility will be un-segregated for a short length at this location due to the restricted width. However, the section between the canal bridge and the High Street/Old Warwick Road junction will be widened into the verge to over 3 metres, to ensure adequate space for pedestrians and cyclists on this section where there is a slight gradient.
- 3.4 In order to make the side road crossings as safe and convenient as possible for those using the route, it is proposed to provide raised table crossings at the junctions of Bury Road, Kingsway, Baker Avenue and Cashmore Road.
- 3.5 It is proposed to remove the bus lay by and widen the existing footway outside Tachbrook Court Gardens, in order to provide enough width for the shared use footway/cycleway at this location. Some additional parking restrictions will be introduced to address the problem of pavement parking on some sections of Tachbrook Road.
- 3.6 The scheme also includes provision of a Toucan crossing on Queensway, to link the proposed scheme to the existing cycle facilities south of Queensway.
- 3.7 A plan showing the outline scheme can be found in **Appendix B**.

4. Details of Consultation Undertaken

- 4.1 A letter outlining the proposals, together with a copy of the scheme plan and a response form, was sent to approximately 300 households on Tachbrook Road and on the adjacent side roads.
- 4.2 Letters and plans were also sent to other interested parties and to the statutory consultees for the introduction of traffic calming measures, which the proposed raised table crossing points are classed as.
- 4.3 A formal notice regarding the four raised table crossing points was published in the local press in July 2007 and public notices were posted at each site.

5 Consultation Results

- 5.1 Fifty responses were received from local residents who supported the scheme and five from those who opposed the scheme.
- 5.2 Leamington Town Council and Whitnash Town Council have confirmed they are supportive of the scheme.
- 5.3 Warwickshire Police have stated that they support the outline scheme. However, they have since stated that they will only give their full support to the raised table crossing points following a post-implementation safety audit on the recently completed Warwick Technology Park Cycleway Scheme, which also includes raised tables.
- 5.4 The reasons given by the five local residents who do not support the scheme are listed below, together with a response where appropriate.

Comment: Inconvenience and cost of work; extra traffic; access problems to driveways; junctions not dangerous to warrant raised table crossings.

Response: Disruption to residents and traders will be kept to a minimum during construction. As much of the footway does not require widening, the amount of construction work will be relatively limited. Cyclists on off-road cycle routes are at their most vulnerable when crossing side roads and raised table crossings are one of the recommended measures to make crossing side roads safer and more convenient.

Comment: Won't benefit pedestrians with children; removing bus lay-by will add to traffic congestion.

Response: The segregated footway/cycleway will provide enough space for all types of pedestrians to use the facility. It is not considered that buses will cause a congestion problem by stopping on the main carriageway, as many similar bus routes into town centres operate satisfactorily without bus lay-bys.

Comment: Will restrict peoples' ability to park and stop for food and drink; inconveniencing the majority to suit a minority; dangerous to remove bus lay-by due to nearby zebra crossing.

Response: The four local shops near Charlotte Street have a dedicated parking lay-by for their customers. New parking restrictions will be introduced only on the opposite side of the Tachbrook Road, in order to address the problem of pavement parking. The Stage 2 Road Safety Audit did not highlight any problems with removing the bus lay-by.

Comment: Concerned new parking restrictions will impact on trade of shops near Charlotte Street.

Response: See above.

Comment: Double yellow lines will cause rail commuters who currently park between Flavel Crescent and Kingsway to park on opposite side of Tachbrook Road, where parking is already limited; should consider simultaneous introduction of residents parking to restrict impact of double yellow lines on residents, suggests permit holders only between Gas Street and Kingsway.

Response: Comments have been passed to Officers dealing with Decriminalised Parking Enforcement in Warwick.

5.5 The Council of Disabled People Coventry and Warwickshire stated their concern that segregating the cycleway/footway with a white line only would lead to confusion amongst those with visual impairments. However, the white line markings will be raised, which is the recommended method of delineating the cycle and pedestrian side of a shared use facility to aid those with visual impairments. The use of the 'ladder/tramline' tactile paving at regular intervals, in line with the national guidance, will also indicate to visually impaired people the designated space for pedestrians/cyclists.

5.6 The Council of Disabled People and a representative from the local branch of the pedestrian campaign group, Living Streets, were also concerned that some cyclists may travel at speed and stray onto the pedestrian side of the segregated route. However, it is considered that most cyclists will stay within their designated space to avoid conflict with pedestrians. The western footway along Tachbrook Road is generally very wide, meaning that there is sufficient space available for both cyclists and pedestrians. Similar shared use schemes have been introduced and operate satisfactorily elsewhere in the county.

5.7 A recent survey revealed that a number of people already choose to cycle on the pavement due to the difficult road conditions on Tachbrook Road (122 cyclists between 0700-1900). By creating a designated space for cyclists, it is hoped that the potential for conflict between pedestrians and cyclists will be minimised.

5.8 No formal objections have been received to the proposed raised table crossing points. However, as discussed above, confirmation is awaited from

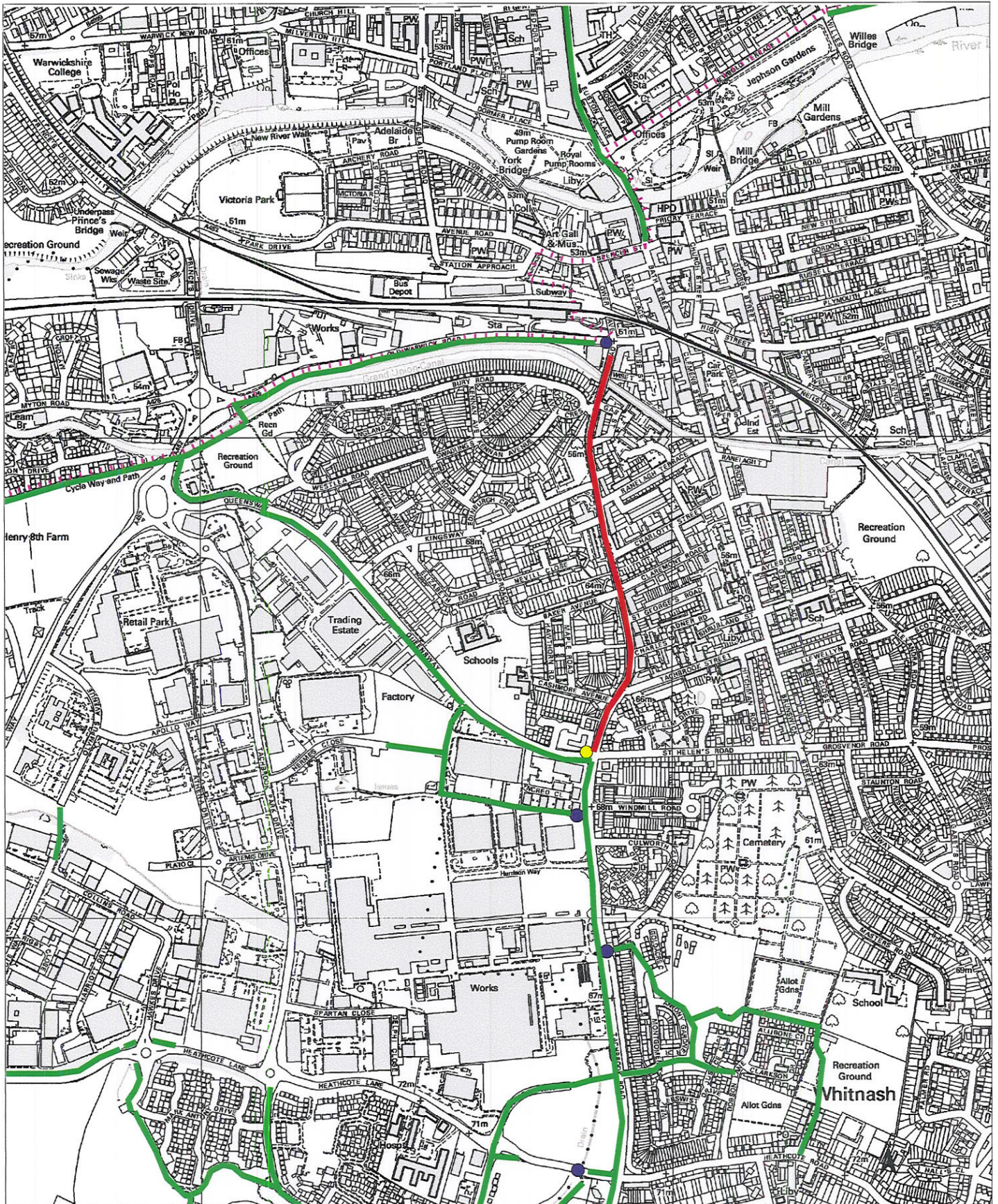
Warwickshire Police that they are satisfied with the proposed raised tables and it is anticipated that this matter will be reported verbally at Committee.

6 Recommendation






- 6.1 As a part of the Area Committee's powers to determine road traffic management and accident prevention schemes, the Committee is asked to approve the conversion of the western footway along Tachbrook Road, between Queensway and High Street, to shared use footway/cycleway facilities, pursuant to Sections 64 and 65 of the Highways Act 1980.
- 6.2 Area Committee is asked to approve the construction of raised tables on Bury Road, Kingsway, Baker Avenue and Cashmore Avenue to provide crossing points for the cycleway, as shown in the plan in **Appendix B**.

JOHN DEEGAN
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Warwick

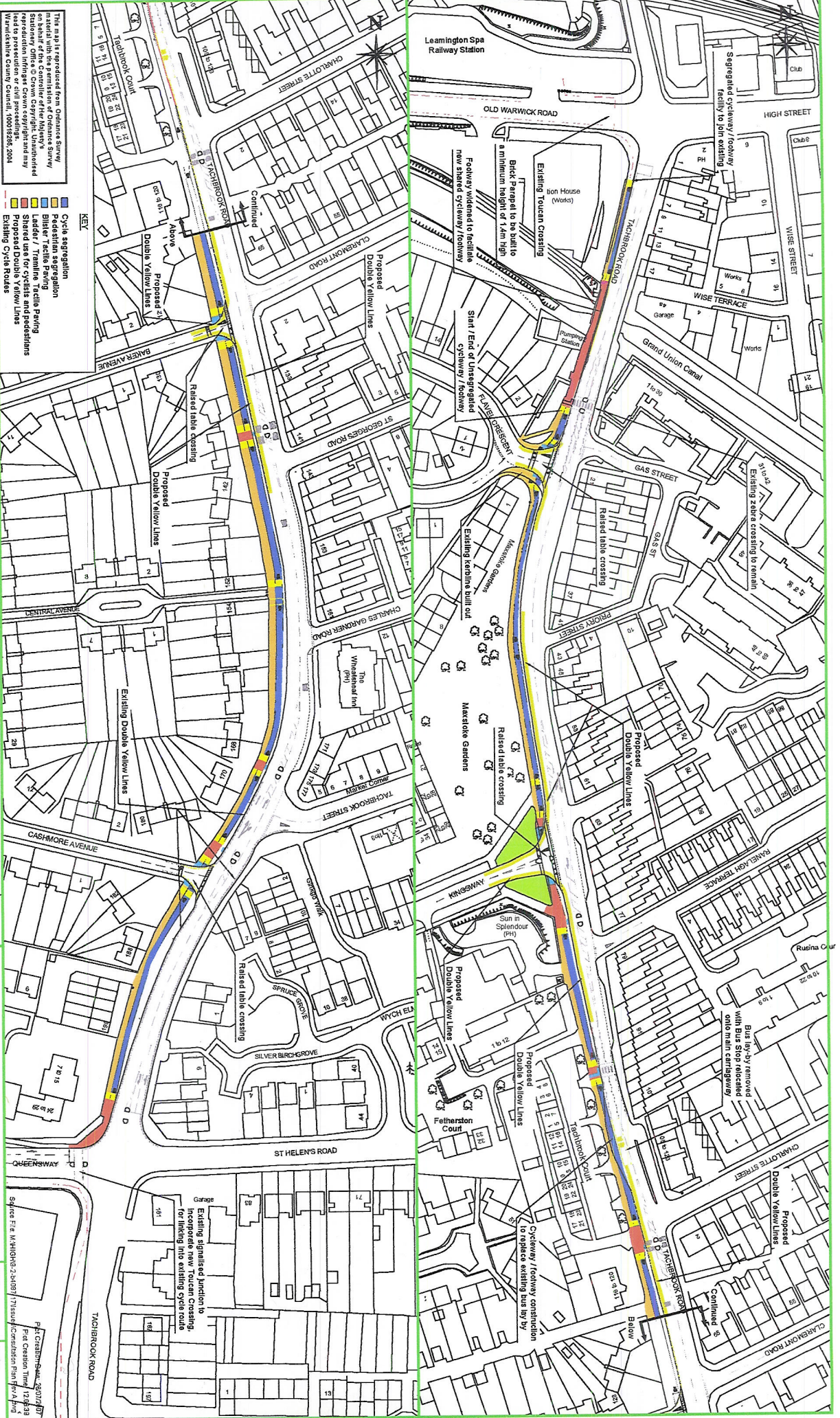
10 September 2007



1:10000

-  Proposed Tachbrook Road cyclway scheme
-  Existing cycle route
-  Existing toucan crossing
-  Proposed toucan crossing
-  National Cycle Network Route 41





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- KEY**
- Blue line: Cycle segregation
 - Yellow line: Pedestrian segregation
 - Red line: Biker / Tactile Paving
 - Green line: Ladder / Tactile Paving
 - Orange line: Shared use for cyclists and pedestrians
 - Red line: Proposed Cycle Routes
 - Blue line: Existing Cycle Routes



ENVIRONMENT AND ECONOMY DIRECTORATE



Consultation No. FB 20055



SUFFIX AMENDMENTS

DATE TITLE

B4087 Tachbrook Road
Proposed Segregated
Leamington Spa
Cycleway / Footway Facility
Consultation Plan

DRN DMS CRD JEM

DATE April 2007

SCALE Not To Scale

DRG. NO. 9.2 B4087 - 17 / Consultation Plan

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