

**AGENDA MANAGEMENT SHEET**

**Name of Committee** Warwick Area Committee

**Date of Committee** 25 September 2007

**Report Title** Proposed Cycle Route to Bishop's Tachbrook

**Summary** It is proposed to introduce a cycle route from Warwick Gates to Bishop's Tachbrook, including an upgrade of the existing signal-controlled pedestrian facility where the proposed route crosses Harbury Lane at the junction with Oakley Wood Road, to include provision for cyclists. Approval is sought for the crossing upgrade and conversion of various footways into shared use footway/cycleways.

**For further information please contact** Simon Gordon  
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**Would the recommended decision be contrary to the Budget and Policy Framework?** Yes/No

**Background Papers** Plan of proposed route.

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

- Other Committees  Warwick Area Committee Report - January 2004.
- Local Member(s)  Councillor L Caborn  
(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  .....
- Other Chief Officers  .....
- District Councils  Warwick District Council
- Health Authority  .....
- Police  No objection to the scheme.
- Other Bodies/Individuals  Bishop's Tachbrook Parish Council, Warwick District Cycle Forum, Government Office for the West Midlands (GOWM), local schools, local residents, other statutory consultees.

**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**

**Proposed Cycle Route to Bishop's Tachbrook**

**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 A** to shared use cycleway/footways.
2. The upgrade of the existing signal-controlled pedestrian facility where the proposed route crosses Harbury Lane at the junction with Oakley Wood Road, to include provision for cyclists.

**1. Introduction**

- 1.1 A cycle route linking Warwick Gates and Bishop's Tachbrook 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 these two large residential areas with the existing cycle network, including provision for Bishop's Tachbrook Primary School and Myton School.
- 1.2 The route is being proposed as part of the Safer Route to Schools initiative, which aims to promote travelling to school using sustainable methods of transport, especially walking and cycling.
- 1.3 The plan in **Appendix A** shows the proposed route, primarily along Oakley Wood Road. It consists mainly of shared use cycleway/footway adjacent to the carriageway, and one section of shared use cyclepath/footpath between the edge of Warwick Gates and Tachbrook Road that meets the existing cycle path at Othello Avenue. It also shows the existing controlled pedestrian facility across Harbury Lane on the west side of the junction with Oakley Wood Road, to be upgraded to allow use by cyclists without having to dismount.
- 1.4 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 upgrade of the controlled pedestrian crossing facility to include provision for cyclists.

## **2. Background**

- 2.1 The junction of Oakley Wood Road and Harbury Lane was signalised in 2006 and the design was intended to accommodate a cycle route if implemented. The junction has a speed limit of 50 mph for varying distances from all approaches. There are controlled pedestrian facilities on three sides of the junction.
- 2.2 Oakley Wood Road south of the signalised junction has the national speed limit (60mph) until the gateway into Bishop's Tachbrook village approximately 155 metres north of Church Hill, where the speed limit becomes 30mph.
- 2.3 The existing footway on Oakley Wood Road is between 0.5 and 1 metres wide for most of its length between the gateway to the village and the signalised junction, although the first 350 metres of footway south of this junction was recently widened as part of the above works.

## **3. Consultation**

- 3.1 The proposal to upgrade the existing pedestrian facility was advertised in the Leamington Courier and Observer on 5 and 6 July 2007. Details of the cycle route were sent to all properties along the route, the local schools, and to statutory consultees.
- 3.2 Warwickshire Police had no objection to the scheme, and Bishop's Tachbrook Parish Council were in support of the scheme but with various comments as listed below.
- 3.3 There were four responses to the consultation from residents, two were against the scheme for safety reasons, and two were in favour of the scheme but also had some concerns over certain safety issues. The specific concerns are listed below:
- 3.4 **Comment (by Bishop's Tachbrook Parish Council/Residents)**

Pedestrians and Cyclists will be exposed to the risk of vehicles leaving the carriageway on a "deceiving" bend on Oakley Wood Road (outside Chapel Hill Farm) due to high speeds, so the speed limit should be lowered or a barrier installed.

### **Response**

A number of collisions resulting in injury have been recorded near this bend in recent history, mostly due to loss of control.

A permanent speed limit change is not appropriate at an isolated hazard. In order to improve road safety here, bend warning signs and an advisory

maximum speed of 40mph were installed and these give adequate warning to drivers. The existing highway at this point is quite narrow so barrier would create a pinch point for users.

### 3.5 **Comment (by Bishop's Tachbrook Parish Council/Resident)**

A verge should be incorporated along the whole route to provide separation of cyclists from the carriageway, and if necessary narrow the cycleway/footway below minimum standards and request cyclists to dismount for a distance. Alternatively divert the route through farm land at the back of house numbers nine and 10 where the highway extent is at its most narrow.

#### **Response**

For the majority of the route there is some separation between footway and carriageway by hedgerow or verge, however, there are sections of the route where the extent of the Public Highway is such that it would be difficult to provide any width of verge while still providing a path wide enough for pedestrians and cyclists to use comfortably and safely. Diversion of the path away from the carriageway would require significant land acquisition that could take several years to resolve with no guarantee of success, so is unlikely to be viable. However, a minimum 0.5m verge will be considered for as much of the route as possible while maintaining enough width for a reasonable number of cyclists and pedestrians using the route in the future. Where a verge can not be included, white lines or block paving will be used to indicate the edge of the cycleway/footway as per similar schemes.

It would not be viable to narrow the cycleway/footway below minimum standards and request cyclists to dismount for a distance, because it would severely reduce the usability of the route, and cyclists would be likely to continue cycling anyway, causing possible conflicts with pedestrians and other cyclists, and turning much of the grass verge into mud when they pass each other.

### 3.6 **Comment (by Bishop's Tachbrook Parish Council/Resident)**

The section of the route near the gateway to the village should be widened to incorporate a verge to separate cyclists from the carriageway as per 3.5.

#### **Response**

This section just north of the Leopard Public House is approximately 60 metres long and the extent of the highway limits the width of path, partly due to a wooden fence and the gateway feature into the village. It has been suggested that a one metre strip of land could be acquired through this section so that a verge can be incorporated as well as a reasonable width footway/cycleway. Being a small strip of apparently unused land, it may be easier to acquire this than the part in 3.5, and it would be beneficial to the scheme. If agreement can be found then this will be incorporated but only if this can be done within the current timescale of the project.

### 3.7 **Comment (by Bishop's Tachbrook Parish Council)**

The 50 mph speed limit at the junction of Harbury Lane/Oakley Wood Road should be lowered.

#### **Response**

An investigation of the most appropriate speed limit on Harbury Lane (including this junction) was reported to Warwick Area Committee in January 2004. It was agreed to lower the existing 60mph speed limit to 50mph, but that a lower speed limit was not appropriate.

### 3.8 **Comment (by Bishop's Tachbrook Parish Council)**

The slip road for vehicles turning left from Harbury Lane into Tachbrook Road should have a controlled crossing for cyclists and pedestrians.

#### **Response**

This slip road was left uncontrolled when the recent junction signalisation was carried out because visibility between pedestrian and vehicle is excellent and the vehicle flows are relatively low. The distance to cross is one lane width, and so despite an increase in the expected number of cyclists, it is highly unlikely that if a controlled facility were available that users would wait for the lights to change before crossing, if they pushed the button at all. The significant extra costs of a facility that would not be used cannot be justified.

A more effective method will be to carry out road safety education with the local school children, and additional signs and road markings will be considered during detailed design.

### 3.9 **Comment (by Bishop's Tachbrook Parish Council)**

Crossing points should be provided in Bishop's Tachbrook village, one on Church Hill near the junction of Oakley Wood Road, and the other on Mallory Road near St Chad's Road.

#### **Response**

These locations do not meet the criteria for controlled crossings (primarily the flow of vehicles, pedestrians and possible cyclists) and the road width and poor visibility would prevent pedestrian refuges being installed. Also, this suggestion could encourage cyclists to use the footway through the village which is too narrow to use safely.

## **4. Conclusion**

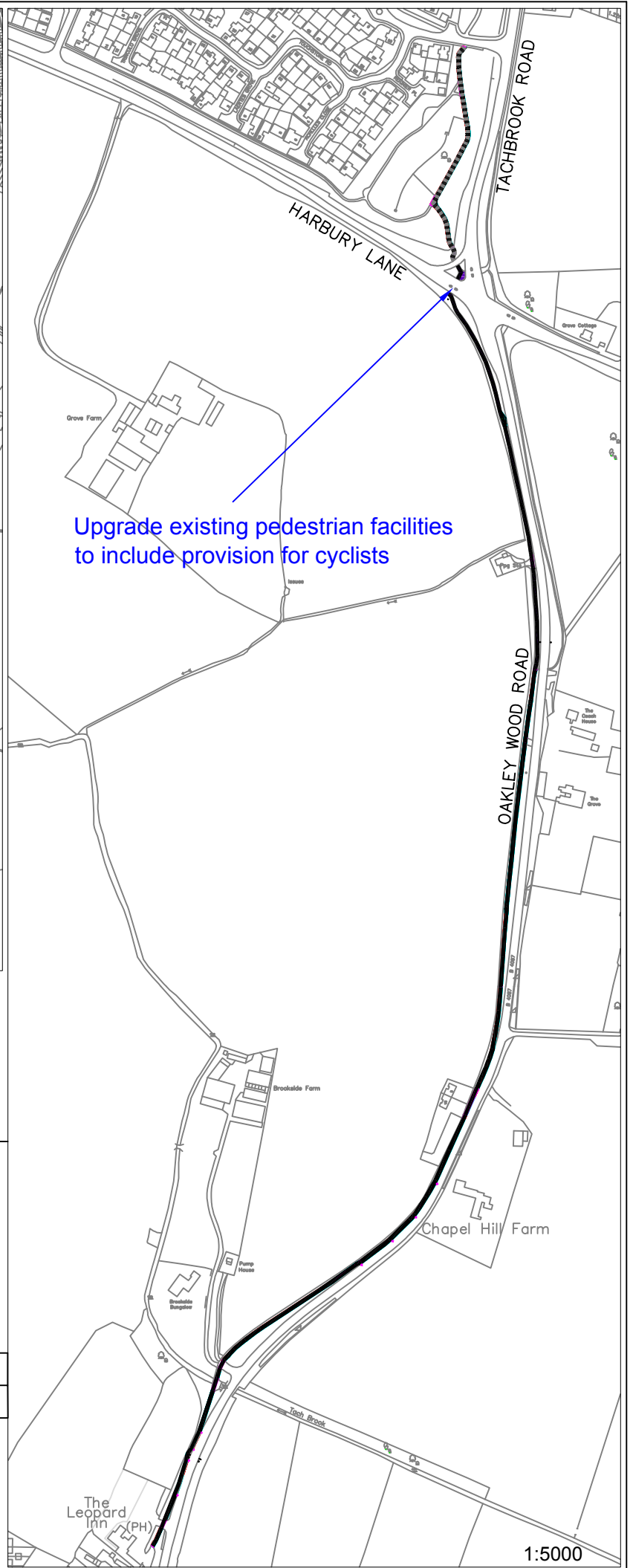
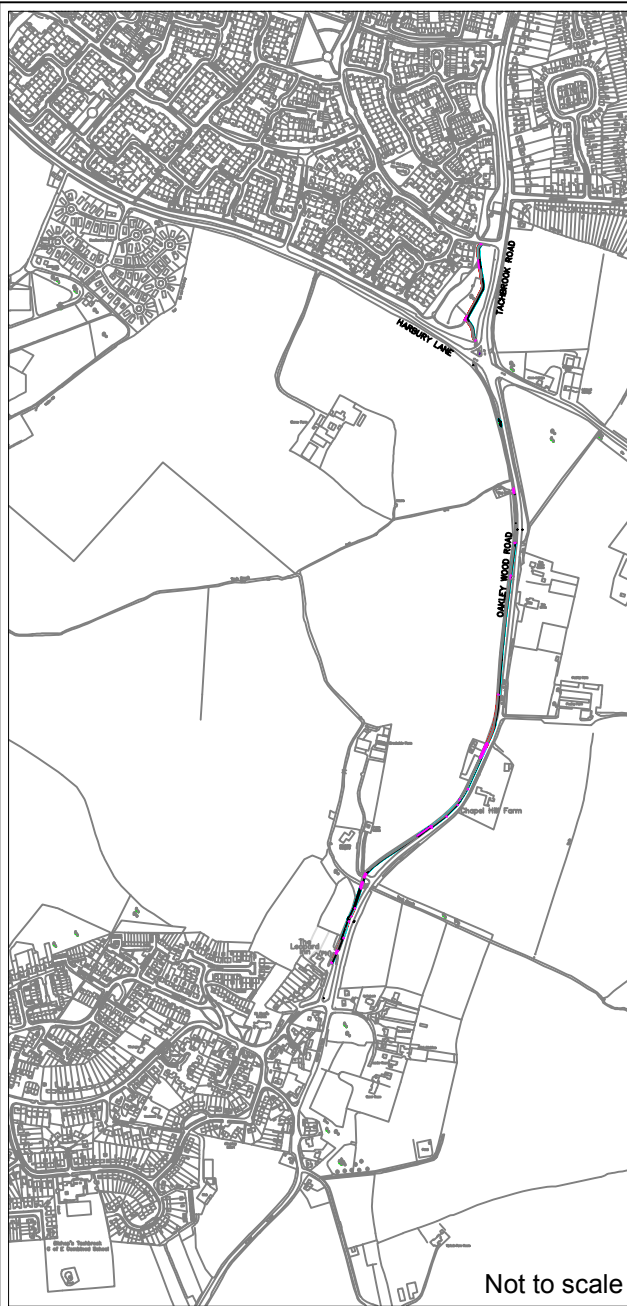
- 4.1 It is recommended that Area Committee approves the upgrade of the controlled pedestrian crossing facility at the junction of Harbury Lane/Oakley Wood Road as shown on the scheme plan in **Appendix A**, to include provision for cyclists.



- 4.2 It is recommended that Area Committee approves the conversion of the footways shown in **Appendix A** to a shared use footway/cycleway, pursuant to Sections 64 and 65 of the Highways Act 1980.

JOHN DEEGAN  
Strategic Director for Environment and Economy  
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Warwick

11 September 2007

# APPENDIX A



-  Shared footway / cycleway (approx. 2 - 2.5 metres wide)
-  Shared footpath / cyclepath (approx. 3 metres wide)




Warwick Area Committee  
25th September 2007

## PROPOSED CYCLE ROUTE BISHOP'S TACHBROOK TO WARWICK GATES

Scale: As Shown | Drawn SRG | Checked JS

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