

Portfolio Holder Decisions/Leader Decisions

Date: Friday 13 January 2023

Time: 12.00 pm

Membership

Councillor Kam Kaur

Councillor Wallace Redford

Items on the agenda: -

1. **Approval to Consult - Evergreen School increase of pupil numbers** 3 - 18
2. **Kenilworth Road Cycle Route, Leamington Spa** 19 - 92

Monica Fogarty
Chief Executive
Warwickshire County Council
Shire Hall, Warwick

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Portfolio Holder Decision Approval to Consult - Evergreen School increase of pupil numbers

Portfolio Holder	Portfolio Holder for Education
Date of decision	13 January 2023
	Signed

1. Decision taken

That the Portfolio Holder for Education agrees to the undertaking of a public consultation on increasing the number of pupils at Evergreen School.

2. Reasons for decision

Evergreen School formed on 1st September 2020 after the amalgamation of Ridgeway School and Round Oak School. It is a community special school for children and young people with Special Educational Needs (aged 4-19), located in Warwick.

There is a need for additional special school places in Warwick District and expansion of Evergreen School will contribute to meeting this need. Increasing the number of special school places will allow more Warwick District children to attend school local to them, avoiding the need for long journeys to school and the impact of higher-cost out of county placements.

The proposed expansion constitutes a 'prescribed alteration' to a maintained school for which a statutory public consultation is required by the DfE. Portfolio Holder approval is required prior to undertaking a public consultation.

3. Background information

1. The expansion of Evergreen School is the subject of a separate project requiring capital expenditure that will undergo its own governance process. This request for approval relates only to the statutory requirement to consult on the change to the pupil numbers at the school.
2. The governing body and school leaders are in support of the proposal to expand the school, which is likely to include a new classroom block being constructed on

existing school grounds.

3. The proposed change to the number of pupils at the school is from the current capacity of 275 to 315 pupils, an increase of 40 pupils. The consultation document that will be published for consultation is attached as Appendix 1, for reference.
4. Any proposed changes to the numbers of pupils of a community special school must be carried out in accordance with the Statutory Guidance issued by the Department for Education 'Making Prescribed Alterations to Maintained Schools.' The guidance requires the local authority to undertake a statutory consultation for a period of at least 4 weeks, with the proposals published both online and in a local newspaper, as well as to the governing body, the parents of registered pupils at the school, and anyone else considered appropriate. The local authority should make its decision within 2 months of the end of the consultation period.
5. In addition to the consultation process, an Equality Impact Assessment has been undertaken and is attached as Appendix 2. The EIA will be reviewed before any final decision is made to go ahead with a change.
6. In order to align with the approval process for the school expansion capital project, consultation needs to take place during January and February 2023.
7. The results of the consultation will be included in the Cabinet report for approval of the school expansion project, expected to be in March 2023. Funding required for construction will be outlined in that report, to be part of the High Needs Capital Allocation.
8. Should the proposals for expansion be approved, the current target date for delivery of the new school places in September 2024.

1. Financial implications

Funding required for the construction project will be outlined in a separate report, to be part of the SEND Special Provision Fund element of the High Needs Capital Allocation. There are no financial implications of this decision to consult.

2. Environmental implications

The environmental implications of the construction project will be outlined in a separate report. There are no environmental implications of this decision to consult.

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Assistant Director	chrisbaird@warwickshire.gov.uk Interim Assistant Director for Education
Strategic Director	Nigel Minns

	Strategic Director for People
Portfolio Holder	Councillor Kam Kaur Portfolio Holder for Education

Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

Appendices

1. Proposed Consultation document – proposal to increase the number of pupils at Evergreen School
2. Equality Impact Assessment

Members and officers consulted and informed

Portfolio Holder – Councillor Kam Kaur

Corporate Board – Nigel Minns

Legal – Nic Vine

Finance – Andrew Felton

Equality – Joanna Kemp

Democratic Services – Andy Carswell

Councillors –

Local Member(s): Parminder Birdi

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Appendix 1

CONSULTATION ON THE PROPOSAL TO INCREASE THE NUMBER OF PUPILS AT EVERGREEN SCHOOL

Introduction

This consultation is being undertaken to advise you of proposals concerning Evergreen School and to invite you to tell us what you think of the proposals. This is part of a statutory consultation process that Warwickshire County Council (WCC) is managing in partnership with the Governing Bodies of the school. The proposal is:

To increase the capacity of Evergreen School by 40 places

Evergreen School, a community special school - Brittain Lane, Warwick CV34 6DX

Why Change?

WCC as the Local Authority has a statutory duty to provide sufficient special school places for pupils with Special Educational Needs and Disabilities (SEND) that require a special school place.

Evergreen School is a community special school for children and young people with Special Educational Needs (aged 4-19). It is the only maintained special school in Warwick District and is currently operating at full capacity.

There is an increased demand for special school places in the area, and across the county as a whole. The expansion of Evergreen School is required in part due to significant housing development in the South Leamington/Warwick area, with several thousand new homes currently being built in this area alone.

To meet future sufficiency demands, it has been proposed that provision for at least 40 additional places is needed in the area and this can most effectively be achieved through expansion of the existing school.

Building consequences

This proposal concerns the statutory process of extending the capacity at Evergreen School by 40 places.

The proposed expansion will involve the construction of a new two-storey classroom block on existing school land, located directly behind the main building. The plans for this building are not yet finalised and will be subject to the usual planning permission processes.

What is the proposed timetable?

13th January 2023: Portfolio Holder for Education gave approval for the proposal to go out for consultation. This report is available to the general public by following the link

below to the County Council website:

<https://democracy.warwickshire.gov.uk/mgCommitteeDetails.aspx?ID=203>

23th January 2023 – 19th February 2023: Consultation with parents, the local community and other stakeholders to take into account the views expressed regarding the proposals.

16th March 2023: WCC Cabinet decision. If the County Council's Cabinet agree to the proposal, the expansion will proceed with a provisional target date of **1 September 2024**.

Have Your Say...

As an integral part of this process, we are inviting you to take part in this consultation. We welcome your views on the proposed changes raised in this letter and all viewpoints will be taken into account as part of the decision making process.

Feedback can be given in the following ways;

In writing to:
Education Services
Building 3, Saltisford Office Park
Ansell Way
Warwick
CV34 4UL

Via E-mail:
schoolorganisation@warwickshire.gov.uk

or, by completing the online survey at
<https://ask.warwickshire.gov.uk/schools/expansion-evergreen-school>

The deadline for comments is midnight 19th **February 2023**

Following the end of the consultation we shall publish the results and this may include quotes of comments which will be anonymous. If you reply to an anonymous survey then no personal details will be captured. If you would like further information, visit our website: www.warwickshire.gov.uk/privacy or contact our Customer Service Centre on 01926 410410

Appendix 2

EQUALITY IMPACT ASSESSMENT (EIA)

Proposal to Consult on the increase in pupil numbers at Evergreen School

Before completing this document please refer to our Guide to Equality Impact Assessments.

Service / policy / strategy / practice / plan being assessed	Proposal to Consult on the increase in pupil numbers at Evergreen School
Business Unit / Service Area	Education Services
Is this a new or existing service / policy / strategy / practice / plan? <i>If an existing service / policy / strategy / practice / plan, please state date of last assessment</i>	New
EIA Review team – list of members	Rosalind Currie, Dale Bromfield
Do any other Business Units / Service Areas need to be included?	
Date of assessment	January 2023
Are any of the outcomes from this assessment likely to result in complaints from existing services users, members of the public and / or employees? <i>If yes please let your Assistant Director and the Customer Relations Team know as soon as possible</i>	No

Details of service / policy / strategy / practice / plan

Scoping and Defining	
(1) What are the aims, objectives and outcomes of the service / policy / strategy / practice / plan?	The Annual Education Sufficiency Update (June 2019) shows that an additional 78 specialist SEND places will be required by 2023. Whilst some of these extra places can be provided by developing specialised resourced provision in mainstream schools, the majority will need to be provided through an expansion of existing special schools. Evergreen School is the only maintained special school in Warwick District and has the capacity to expand.
(2) Who are the customers?	Children with Education, Health and Care Plans in the Leamington/Warwick area
(3) How has equality been considered in the development or review so far?	Yes. Forecasts indicate that at any time 30 primary aged pupils with SEND would need to attend schools away from their local community if this proposal does not go ahead.
(4) What is the reason for the change/development?	The proposed expansion will allow the Council to create additional special school places in order to meet the forecast demand for additional special school places in the Leamington/Warwick area
(5) How does it fit with Warwickshire County Council's wider objectives?	How the proposal meets Warwickshire's core outcomes is set out below: Warwickshire's communities and individuals are supported to be safe, healthy and independent

	Support our most vulnerable and disadvantaged children reducing the need for children to become, or remain looked after	Y
	Warwickshire's economy is vibrant and supported by the right jobs, training and skills and infrastructure	
	Support and enable children and young people to access a place in high quality education settings	Y
	Delivery of Revenue Savings / Generation of Revenue Income	
	Put our financial resources in the right place to support the Organisation's priorities	Y
	Develop our work force so that it has the right skills and capabilities to get the job done	Y
	Pursue leadership excellence and high performance at all levels	Y
	Reduce demand and cost through innovative and effective service redesign	Y
(6) Why might it be important to consider equality and the protected characteristics?	Ensure correct support is put in place for learners with special educational needs and disabilities.	
Information Gathering		

<p>(7) What sources of data have you used?</p> <p><i>You must keep a record of any data you have currently used as supporting evidence</i></p>	<p>Consultation responses from SEND and Inclusion Strategy Forecast High Needs Funding SEND Needs Assessment 2017-22 Warwickshire Education Strategy – Annual Sufficiency Update (June 2019)</p>
<p>(8) What does the data you have tell you about your customers and about protected equality groups?</p>	<p>The expansion will prevent more children having to be placed in special schools in other parts of the county or in independent out county provision with increased travel costs and inconvenience to the children, families and professionals supporting them.</p>
<p>(9) What do you need to know more about?</p>	<p>Nothing currently, but will need to ensure that data is kept current and up to date as we review SEND provision across Warwickshire in the future.</p>
<p>(10) How could you find this out and who could help you?</p>	<p>Education Services and specialist settings in Warwickshire.</p>
Engagement and Consultation	
<p>(11) Who have you consulted with from protected equality groups?</p>	<ul style="list-style-type: none"> • SEND & Inclusion Strategy involved wide consultation has highlighted the need for more local specialist provision • The governing bodies of the school <p>Once approval given, the staff, parents and members of the local community and other statutory consultees</p>
<p>(12) Who else could you consult with?</p>	<p>Not relevant at this stage</p> <p>Statutory consultations will need to take place post approval</p>

(13) Who can help you to do this?	Officers in Education Services
Monitor and Evaluate	
(14) How will you monitor and evaluate the service / policy / strategy / practice / plan?	Corporate Board plus Education Services SLT

Please note: Further information and advice about the corporate consultation process can be found [here](#).

(15) Analysis of impact and potential actions:				
Protected characteristics from the Equality Act 2010	What do you know? Summary of data about/feedback from your service-users and/or staff	What does this mean?		What can you do? All potential actions to: <ul style="list-style-type: none"> ● Eliminate discrimination/mitigate negative impact ● Advance equality of opportunity ● Foster good relations
		Positive impacts identified (actual and potential)	Negative impacts identified (actual and potential)	
Age	4-19 age group	Increased potential for additional provision closer to home	None	No significant adverse impact
Disability		Significant positive impact		No significant adverse impact
Sex	No significant impact			No significant adverse impact
Race	No significant impact			No significant adverse impact

Religion or belief	No significant impact			No significant adverse impact
Gender Reassignment	No significant impact			No significant adverse impact
Pregnancy and Maternity	No significant impact			No significant adverse impact
Sexual orientation	No significant impact			No significant adverse impact
Marriage and Civil Partnership (Note: only in relation to due regard to eliminating unlawful discrimination)	No significant impact			No significant adverse impact

(16) Outcomes of Equality Impact Assessment		
Action	Timescale	Responsibility
<i>No adverse impact. Continue to monitor equality impact as the proposal progresses.</i>		

Date of Next Review	
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Name and signature of Officer completing the EIA	Rosalind Currie Electronically 5/1/23
Name and signature of Assistant Director	Chris Baird

Name and signature of Directorate EDI Representative	
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If you would like any support or advice on completing this document, please contact the Equality, Diversity and Inclusion Team on 01926 412370 or equalities@warwickshire.gov.uk

NEXT STEP ONCE COMPLETED:

Once signed off, ensure the completed EIA is saved in a secure place alongside all supporting documentation.

Portfolio Holder Decision

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

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	13 January 2023
	Signed

1. Decision taken

- 1.1 That the Portfolio Holder for Transport and Planning approves the proposed conversion of footway to shared and segregated use footways / cycle tracks, pursuant to sections 65 and 66 of the Highways Act 1980, at Kenilworth Road, Beauchamp Road and Clarendon Avenue in Leamington Spa and the upgrading of an existing signal-controlled pedestrian crossing (Puffin) to a pedestrian and cycle crossing (Toucan) on the Lillington Avenue arm of the crossroads junction at A452 Kenilworth Road / Lillington Avenue, Leamington Spa pursuant to section 23 of the Road Traffic Regulation Act 1984, shown on the drawings included in appendices B, C and D. The footway to cycle track conversion and pedestrian crossing upgrade forms part of a cycling scheme proposed to be implemented between the junction of Clarendon Avenue and Beauchamp Road and a point 150m north of the junction of the A452 Kenilworth Road and Northumberland Road, Leamington Spa.

2. Reasons for decisions

- 2.1 Where objections have been received to proposed traffic management schemes, it is appropriate for the Portfolio Holder to decide whether to proceed with the proposals.
- 2.2 Serious concerns have been raised by the National Federation of the Blind of the UK (NFBUK) and this report includes a summary of those concerns and responses thereto.

3. Background information

- 3.1 Warwickshire County Council is committed to improving provision for active travel to support accessibility, address the climate emergency, improve air quality,

reduce congestion and improve health. There are ambitious plans to improve and extend the networks of cycle routes in and around Warwickshire's towns so that more people will choose to cycle for everyday journeys, such as to work and school.

3.2 In 2018, the County Council approved the recommendations of a member-led task and finish group on Warwickshire's Cycle Network. This established the forward programme for delivery of new and improved cycling facilities. In the recommendations, the proposed Kenilworth to Leamington (K2L) Cycle Route scored joint highest priority with the proposed A47 Long Shoot Cycle Route in Nuneaton.

3.3 In 2019, Warwickshire County Council secured internal funding to progress delivery on the inter-urban sections of K2L. In 2020 the Council was awarded Getting Building Fund from the Coventry and Warwickshire Local Enterprise Partnership (CWLEP) to deliver the Warwickshire Cycle Links Project: a package of cycling schemes including the section of K2L along the A452 Kenilworth Road within Leamington Spa.

Proposed scheme

3.4 In September 2022, the public and stakeholders were invited to provide feedback on proposals for the overall cycling scheme which included:

- The intention to upgrade a pedestrian crossing to a toucan crossing at the junction of the A452 Kenilworth Road and Lillington Avenue (pursuant to section 23 of the Road Traffic Regulation Act 1984).
- The intention to convert 363 metres of footways to shared use footways/ cycle tracks, and to convert 570 metres of footways to segregated use footways / cycle tracks, along sections of Kenilworth Road, Beauchamp Road and Clarendon Avenue (pursuant to sections 65 & 66 of the Highways Act 1980).

3.5 Scheme information, drawings and public notices were provided on the County Council's website alongside an online survey which was promoted through social media, letters to residents and via drop-in public engagement sessions, at the Royal Priors Shopping Centre and Leamington EcoFest (Pump Room Gardens). A public notice was published in a local newspaper (Leamington Spa Courier) on 15 September 2022.

3.6 Further detail on the engagement process is included in Appendix A. Drawings for the overall cycling scheme which were used for engagement are attached as Appendices B, C and D. The Portfolio Holder is not being asked to approve some elements in the published scheme plans because they require additional statutory consultation, therefore they do not form part of this report and will be consulted on separately. The elements that the Portfolio Holder is not being asked to approve are as follows:

- The proposed double yellow lines on Kenilworth Road shown on Drawing 9.2-A452-069-006-F General Arrangement Sheet 1 at Appendix B and

Drawing 9.2-A452-069-007-E General Arrangement Sheet 2 at Appendix C

- The removal of parking spaces on Clarendon Avenue shown on Drawing 9.2-A452-069-009-B Scheme Overview Plan at Appendix D.

3.7 The online survey received 175 responses. 2 paper responses were also submitted. In addition, 25 emails were received containing feedback on the scheme proposals. Analysis of the surveys is provided in Appendix A and shows the majority of respondents supported the proposal to provide a cycle route in this location as well as the following elements:

- Pavement widening and creation of short sections of shared use footway/ cycle track adjacent to bus stops, pedestrian crossings and side roads
 - 124 (70%) Strongly Agree or Agree
 - 11 (6%) Neither Agree nor Disagree
 - 42 (24%) Disagree or Strongly Disagree
- Upgrade of existing signal-controlled pedestrian crossing (Puffin) to a pedestrian and cycle crossing (Toucan) across Lillington Avenue
 - 136 (77%) Strongly Agree or Agree
 - 23 (13%) Neither Agree nor Disagree
 - 18 (10%) Disagree or Strongly Disagree

3.8 A detailed review of open text comments in the survey and emailed comments was carried out by the design team. All comments were summarised into themes. In total, 34 respondents (25 of the 177 survey comments and 9 of the 25 emailed comments) made reference to shared-use provision and supported segregated facilities wherever possible.

Objections to the proposed scheme

3.9 In total 34 respondents made comments about the shared-use provision.

3.10 This included serious concerns raised in an email (included in Appendix E) by the National Federation of the Blind of the UK (NFBUK) with regard to discrimination against blind, deaf blind and visually impaired pedestrians and bus passengers as well as other disabled and vulnerable pedestrians and bus users. The NFBUK stated that the following design features were not safe or accessible for blind and visually impaired pedestrians and should not be used in the new scheme:

- Proposed shared footway cycleway at bus stops
- Road humps that make side roads a level surface
- Cycle lanes which run behind pedestrian crossings on pavements
- Toucan crossings
- Shared space / use pavements

3.11 Other concerns were raised, from both users on foot and by bike, about the shared use proposals and potential conflicts which could arise between cyclists and pedestrians. A number of people stated their preference for separate provision and support for further segregation, including clearer markings at bus stops and

intersections. Blind and partially sighted users requested a physical delineation between the cycle track and footway, although some cyclists suggested that a raised line or kerb could be a hazard to them. A raised white line, or other physical separation feature that can be identified by a blind or visually impaired person using a mobility cane, will be included in the final design.

Response and recommendation

- 3.12 Appendix E sets out the concerns raised by NFBUK and the design team's response. An Equality Impact Assessment (including an Access Audit) is included as Appendix F. This identifies both the positive and negative impacts of the proposals.
- 3.13 The Kenilworth Road Cycle Route was designed by Warwickshire County Council's Engineering Design Services team with regard to national regulations and design guidance for highway schemes. This includes the Design Manual for Roads and Bridges (DMRB), Traffic Signs Regulations and General Directions 2016 (TSRGD), Cycle Infrastructure Design: Local Transport Note (LTN1/20) and Warwickshire Highway Construction Details.
- 3.14 The designs were subjected to a combined Stage 1 and Stage 2 Road Safety Audit. No departures from standard have been identified. No safety issues with the proposed shared use provision were identified.
- 3.15 LTN1/20 states that local authorities are responsible for setting design standards for their roads. However LTN1/20 guidance provides best practice examples and design principles. One principle is that, 'on urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians'. In response to this, the design of the Kenilworth Road cycle route aims to maximise segregation between users. This has been achieved in many areas by reallocating space from the carriageway and the existing wide footways to create a new 3.0m wide cycle track and a 2.0m wide footway, separated by a raised white line or other physical feature to allow ground level detection with a mobility cane. Appendix E reviews the NFBUK concerns with regard to LTN1/20 advice.
- 3.16 LTN1/20 makes reference to equality duties in paragraph 4.5.11. An Equality Impact Assessment (including Access Audit) is attached as Appendix F.
- 3.17 LTN1/20 Paragraphs 6.5.5 and 6.5.6 explain that shared use facilities are appropriate in some situations and suggest early engagement with relevant interested parties, as has taken place for the Kenilworth Road cycle route. (See Appendix A).
- 3.18 The concerns raised by NBFUK and other stakeholders and individuals regarding the use of shared space as part of the overall cycle route are recognised. Warwickshire County Council has reviewed the designs in response to all the comments received during local engagement and has taken steps to modify and make reasonable adjustments to the scheme. However, there is a need to ensure that there is balanced provision for a wide range of users within the physical

constraints of the highway.

3.19 The design team response to NFBUK's concerns (as set out in Appendix E), has concluded that it would not be possible to further extend the segregated facilities whilst still maintaining the strategic function of the A452 which forms part of the Major Road Network. Overall, it is considered that the scheme design is compliant with national guidance and will improve opportunities for active travel in Leamington Spa.

3.20 It is therefore recommended that the scheme progresses as advertised.

Next steps

3.21 In addition to comments received in response to the proposed scheme (regarding the shared use and upgraded crossing proposals), the local engagement generated a number of suggestions for design changes. These were all considered by the design team and some minor modifications will be proposed. These modifications do not form part of this report and will be consulted upon separately.

3.22 Some elements in the published scheme plans will also require additional statutory consultation including proposed double yellow lines on Kenilworth Road and proposed removal of parking spaces on Clarendon Avenue. These additional elements do not form part of this report and will be consulted upon separately.

3.23 These measures are considered additional to delivery of the main cycle route, however the intention is to consult upon these at the earliest possible opportunity with a view to adding these to the scheme at a later date.

3.24 The scheme is provisionally scheduled for construction commencing in January 2023. Due to the limited availability of road space on the Major Road Network, it is unlikely that road space would be available until 2024 should the scheme be delayed.

4. Financial implications

4.1 Approval to add this scheme to the capital programme was given by the Leader on 15th January 2021.

4.2 The latest cost estimate for construction of the Kenilworth Road cycle route (K2L Section 1a) is £725,000. The scheme will be funded from the £1.9 million grant secured from the Government's Getting Building Fund (GBF) through Coventry and Warwickshire LEP (CWLEP) for the Warwickshire Cycle Links project and an allocation of £50,368 from the Capital Inflation Contingency Fund.

4.3 The cost estimate is based on delivery in 2023 using the Balfour Beatty Living Places Highways Maintenance Contract and has been established using standard contract prices for materials and construction which enables accurate costing. The estimate also includes 20% contingency on all costs.

- 4.4 This latest cost estimate is an increase on previous estimates and requires a larger allocation from the GBF grant than originally budgeted. The financial implications are that this reduces funding available for the remaining two schemes in the Warwickshire Cycle Links package which are at an early stage of development. Should a funding shortfall emerge the options will be to seek to secure alternative external grant funding, descope either or both of the remaining projects, or negotiate with CWLEP to reduce the required project outputs.
- 4.5 The financial implications of not constructing this scheme would be the possible clawback of grant funding including of expenditure to date, and any expenditure already incurred would have to be written-off as a revenue cost.

5. Environmental implications

- 5.1 Transport is the single largest cause of carbon emissions in the UK. This project will provide cycling infrastructure which will enable more journeys to be made by cycle, thereby contributing to reduced carbon emissions as well as lower levels of congestion and improved air quality.

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Strategic Director	Mark Ryder Strategic Director for Communities markryder@warwickshire.gov.uk
Portfolio Holder	Portfolio Holder for Transport and Planning

Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

List of background papers

Appendix A – Summary of community engagement
 Appendix B – Drawing 9.2-A452-069-006-F General Arrangement Sheet 1
 Appendix C – Drawing 9.2-A452-069-007-E General Arrangement Sheet 2
 Appendix D – Drawing 9.2-A452-069-009-B Scheme Overview Plan
 Appendix E – NFBUK concerns and WCC response
 Appendix F – Equality Impact Assessment (EQIA)

Members and officers consulted and informed

Portfolio Holder – Councillor Wallace Redford

Corporate Board – Mark Ryder

Legal – Serena Cammish/ Caroline Gutteridge

Finance – Caroline Jones/ Andrew Felton

Equality – Joanna Kemp

Democratic Services – Isabelle Moorhouse

Councillors – Jonathan Chilvers (Leader of the Green group), John Holland (Leader of the Labour group), Jerry Roodhouse (Leader of the Liberal Democrat group)

Local Member(s): Wallace Redford (Cubbington and Leek Wootton), Bill Gifford (Leamington Milverton) and Sarah Millar (Leamington Clarendon)

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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

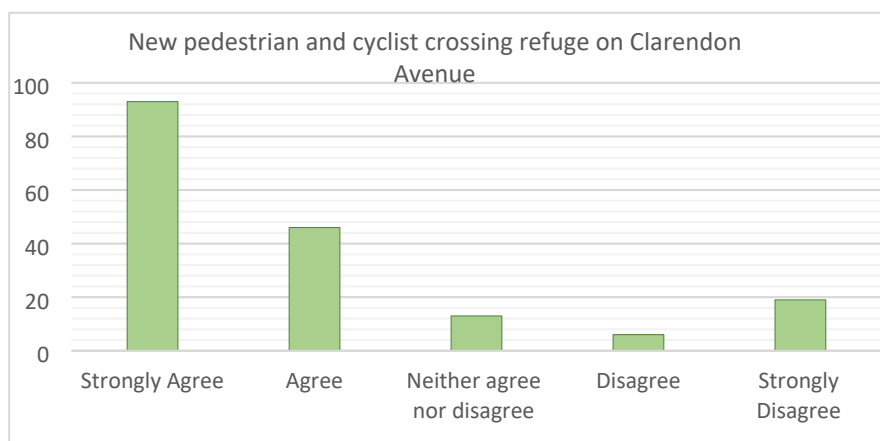
Strongly Agree = 93

Agree = 46

Neither agree nor disagree = 13

Disagree = 6

Strongly Disagree = 19



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

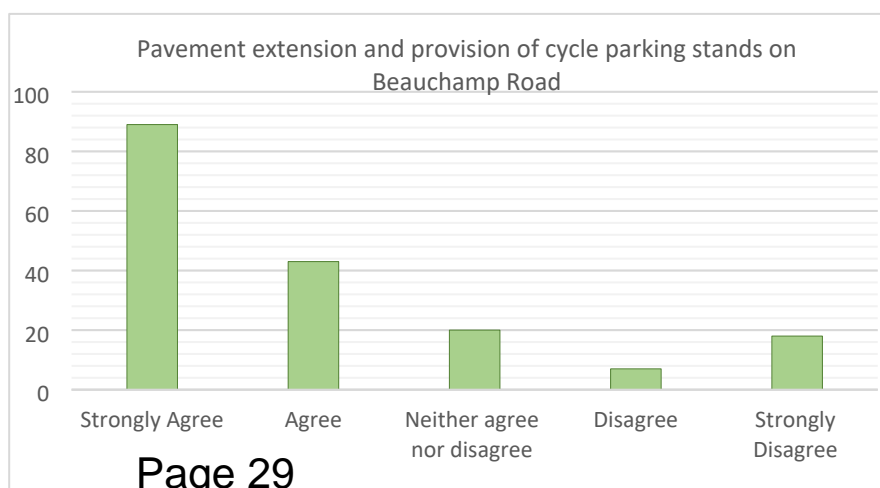
Strongly Agree = 89

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

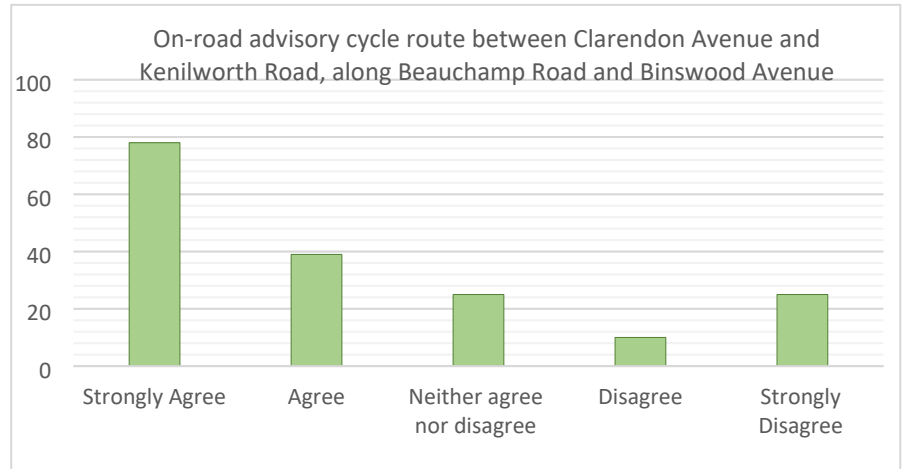
Strongly Agree = 78

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.

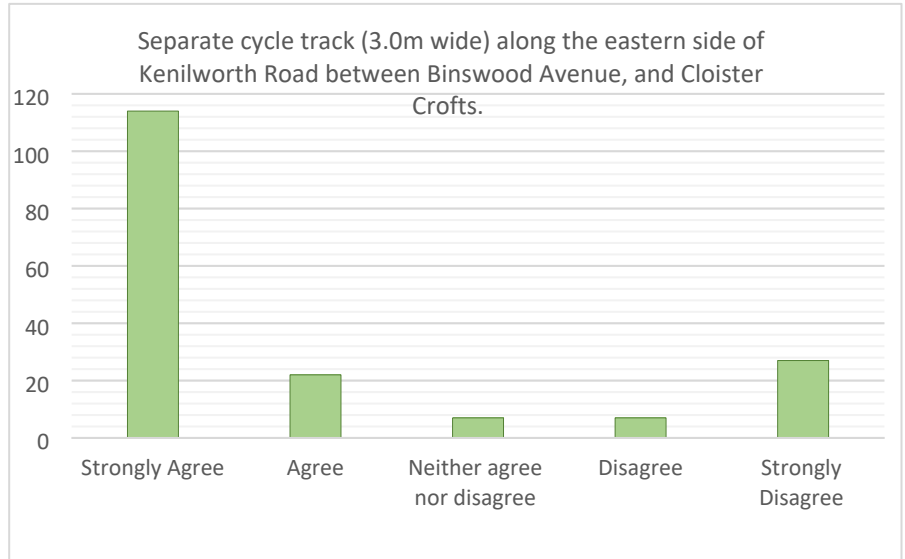
Strongly Agree = 114

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

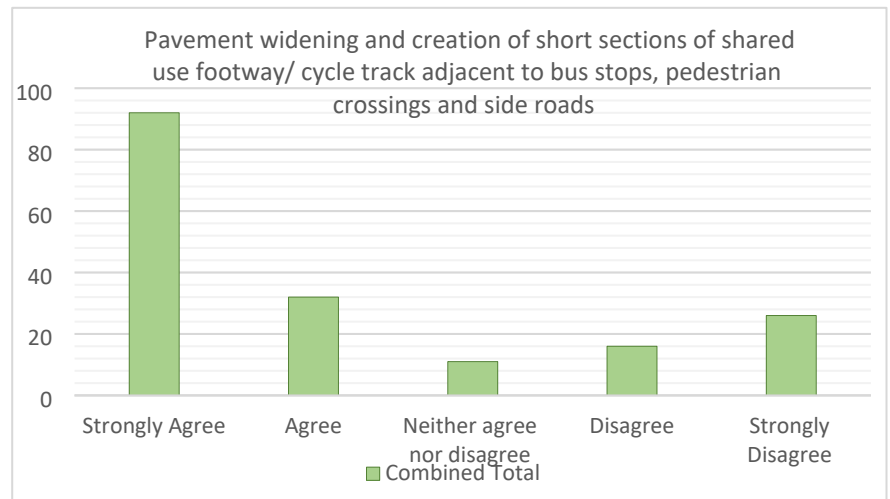
Strongly Agree = 92

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

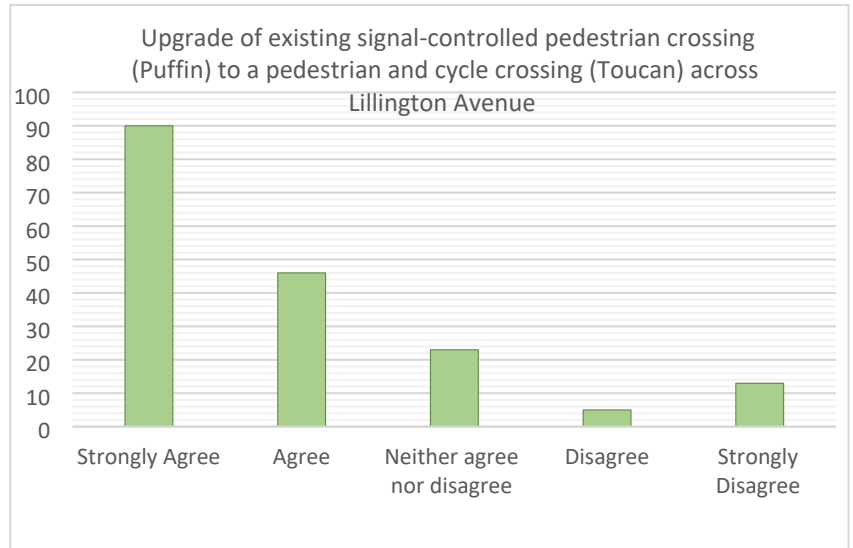
Strongly Agree = 90

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.

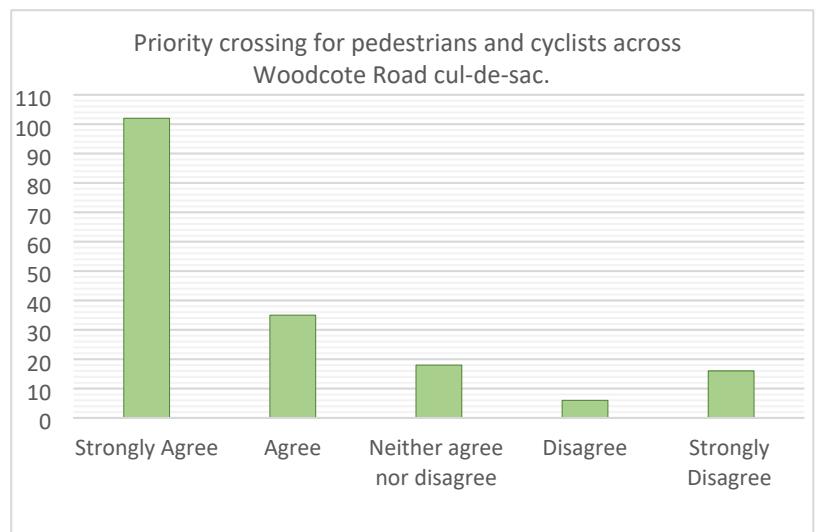
Strongly Agree = 102

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

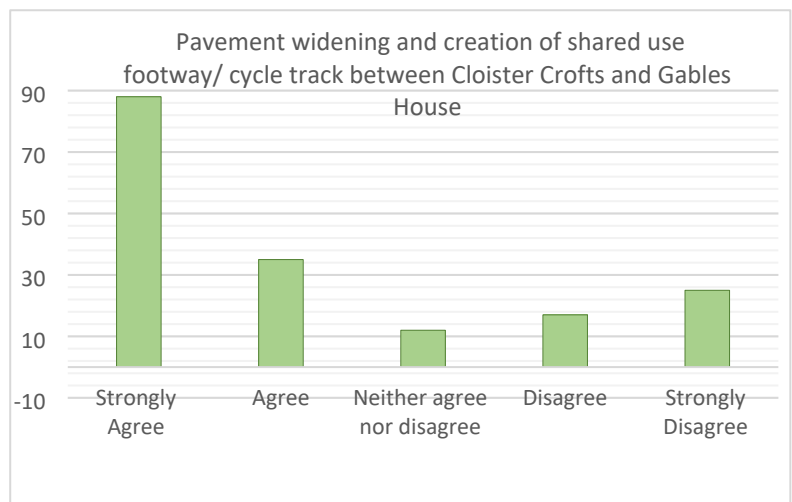
Strongly Agree = 88

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)

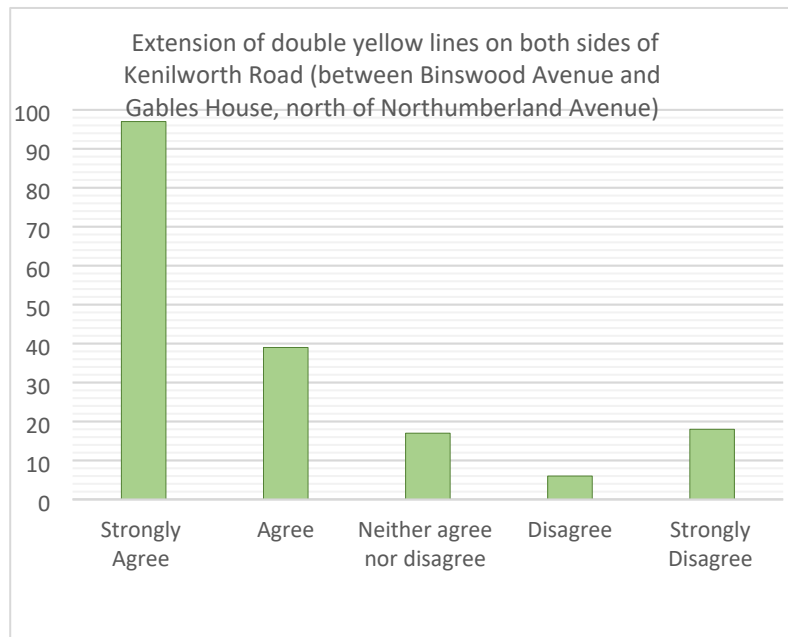
Strongly Agree = 97

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?

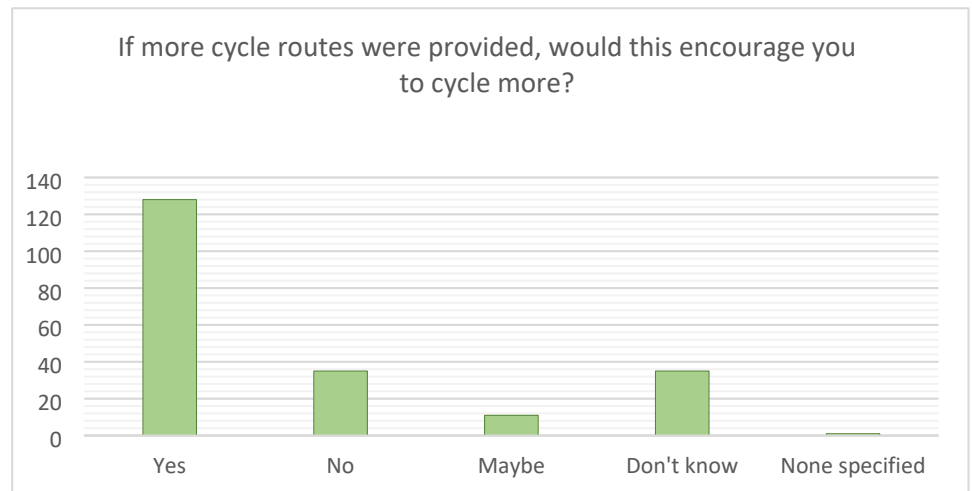
Yes = 128

No = 35

Maybe = 11

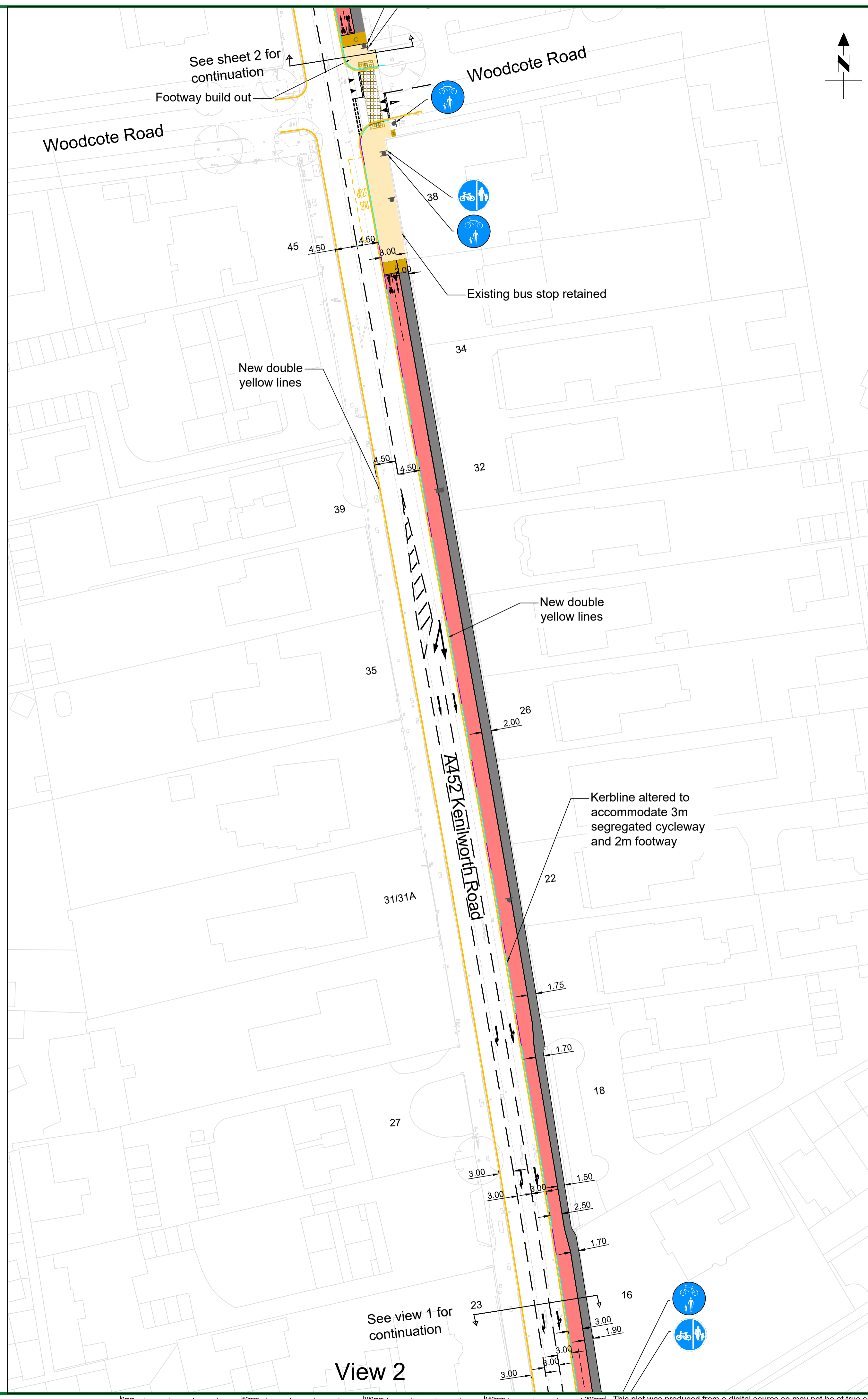
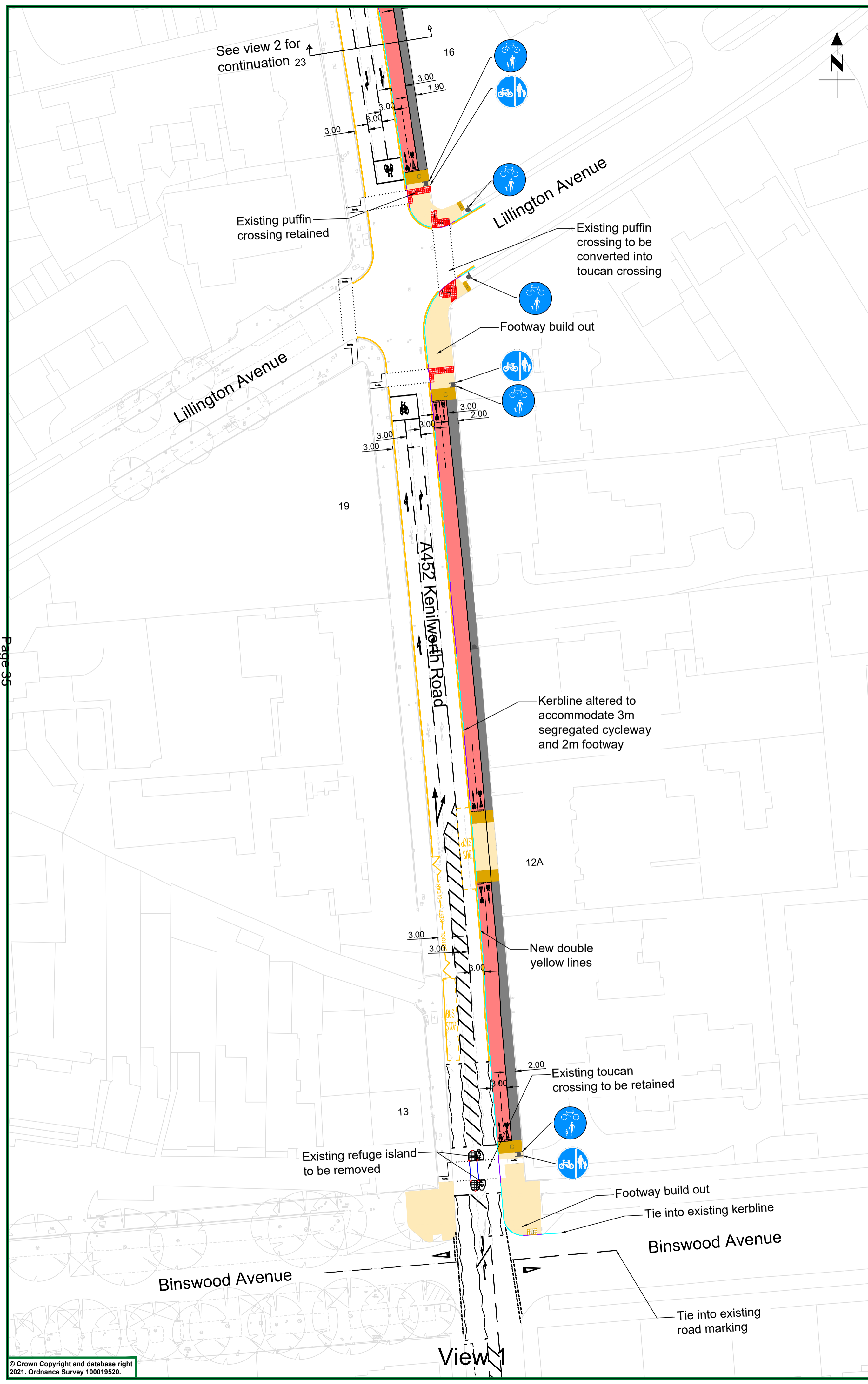
Don't Know = 35

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



- NOTES
- Key:
- Proposed shared footway cycleway
 - Proposed segregated footway cycleway
 - Existing footway retained
 - Proposed road hump
 - Proposed half battered kerb
 - Proposed dropped kerb
 - Proposed segregation / demarcation cycle kerb
 - Proposed double yellow lines
 - Existing double yellow lines
 - Existing road marking
 - Proposed buff tactile paving
 - Proposed red tactile paving
 - Proposed traffic signs
 - Proposed buff hazard tactile paving
 - Proposed buff ladder/tramline tactile paving

REV	DRN	AMENDMENT	DATE
F	LSV	Revision box amendments	04.11.22
E	UB	Bus stop areas changed	17.08.22
D	PB	Road marking design changed	11.04.22
C	PB	Design of cycle route revised	28.03.22
B	PB	Revised to Detailed design	28.10.21
A	PB	Note revised	26.10.21



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 Environment Services, Communities
 Shire Hall Post Room
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 Web: www.warwickshire.gov.uk



PROJECT
A452 - Kenilworth Road
K2L Leamington Town Centre Cycle Link

TITLE
 General arrangement
 Sheet 1 of 2
 Purpose of Drawing: Detailed Design

Dim	PB	CM	CM
Date	19-07-21	Date	12-11-22

Status **Approved (Level 3)**

Scale **1:500** Sheet size **A1**

DRG. NO. **9.2-A452-069-006** Rev. **F**

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- NOTES
- Key:
- Proposed shared footway cycleway
 - Proposed segregated footway cycleway
 - Existing footway retained
 - Proposed raised table
 - Proposed half battered kerb
 - Proposed dropped kerb
 - Proposed segregation / demarcation cycle kerb
 - Proposed double yellow lines
 - Existing double yellow lines
 - Proposed road marking
 - Proposed buff tactile paving
 - Proposed red tactile paving
 - Proposed traffic signs
 - Proposed buff hazard tactile paving
 - Proposed buff ladder/tramline tactile paving

E	LSV	Revision box amendments	04.11.22
D	UB	Bus stop areas changed	17.08.22
C	PB	Road marking design changed	11.04.22
B	PB	Design of cycle route revised	28.03.22
A	PB	Revised to Detailed design	28.10.21
REV	DRN	AMENDMENT	DATE



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FS 26655

PROJECT
 A452 - Kenilworth Road
 K2L Leamington Town Centre Cycle Link

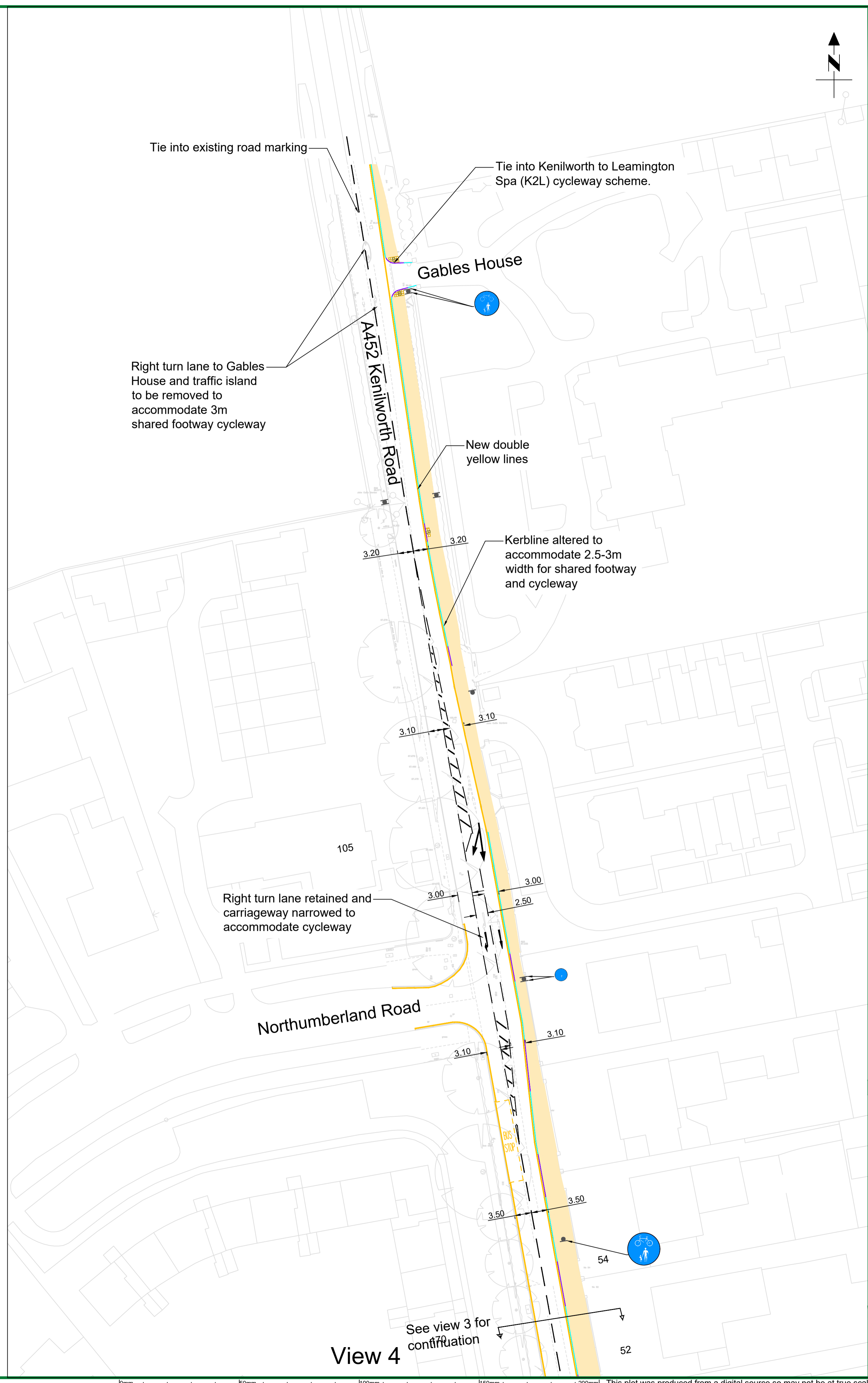
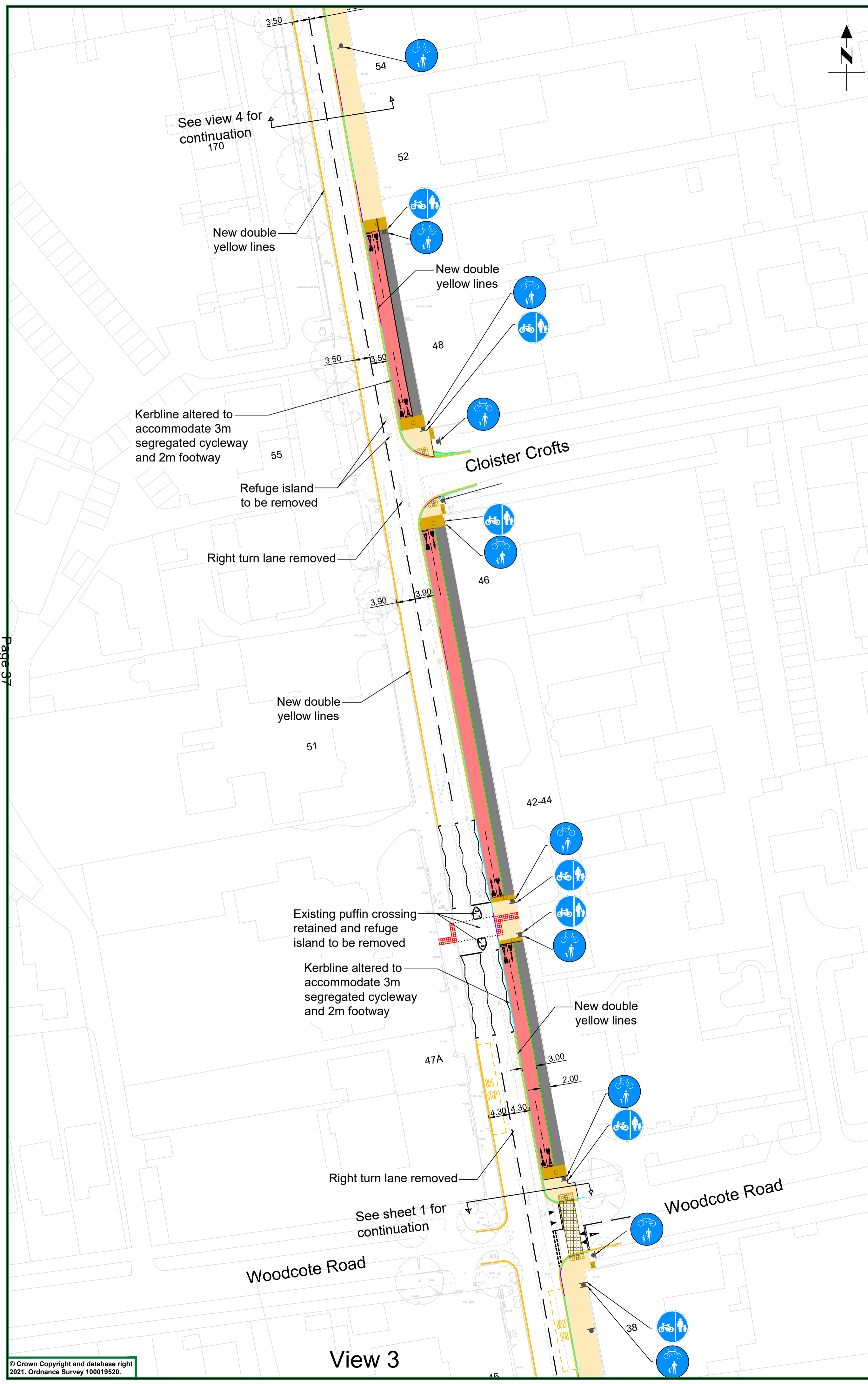
TITLE
 General arrangement
 Sheet 2 of 2
 Purpose of Drawing: Detailed Design

Dim	PB	Ch'd	CM	App'd	CM
Date	19-07-21	Date	10-11-22	Date	10-11-22

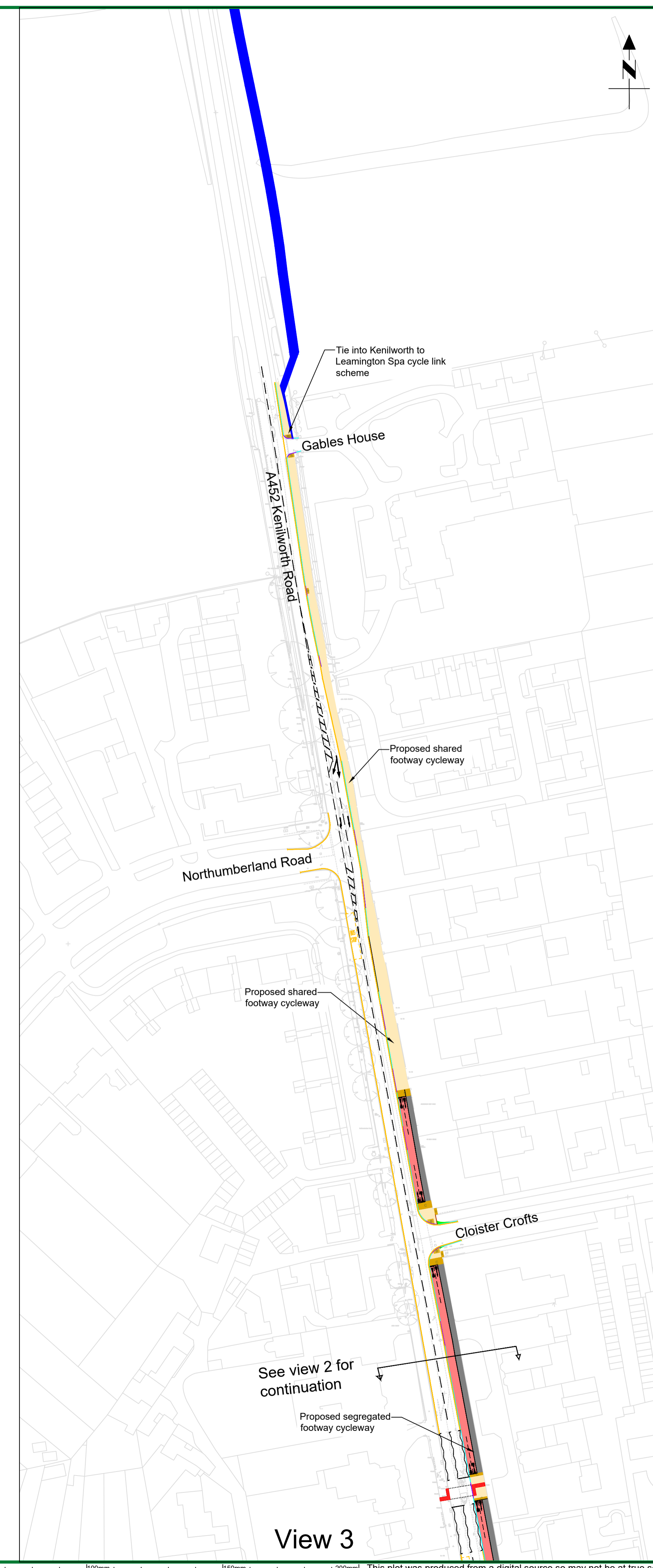
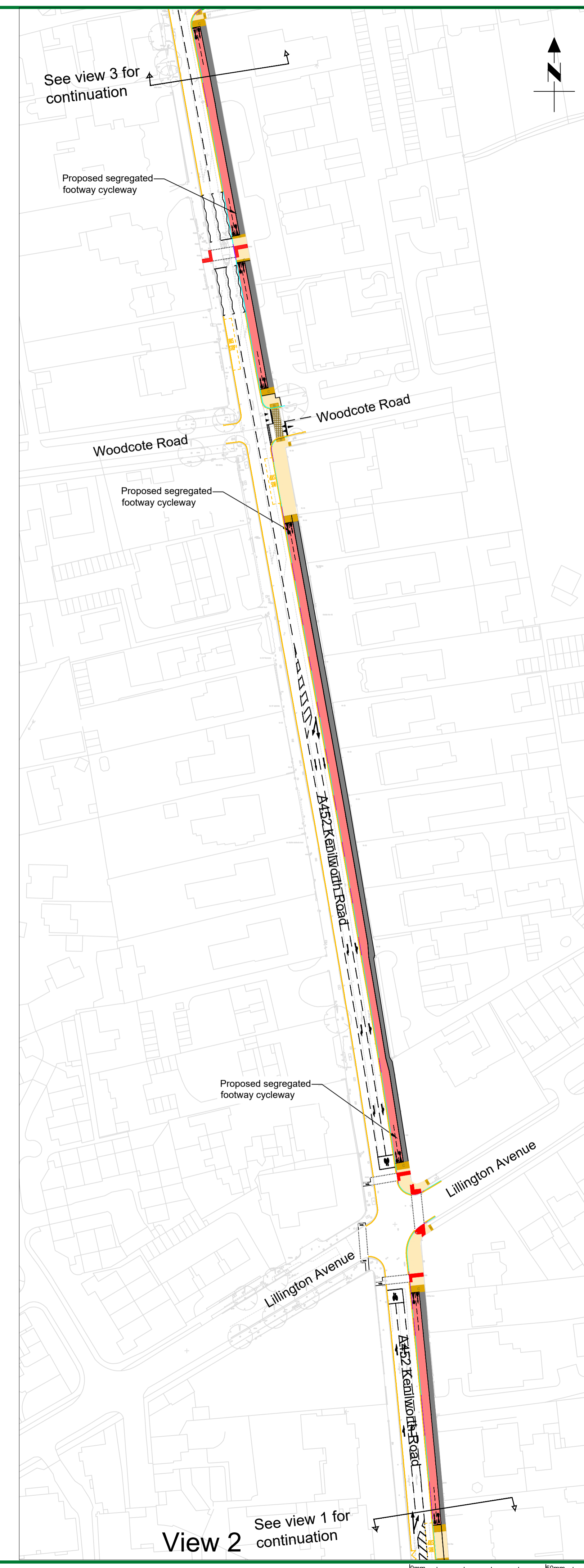
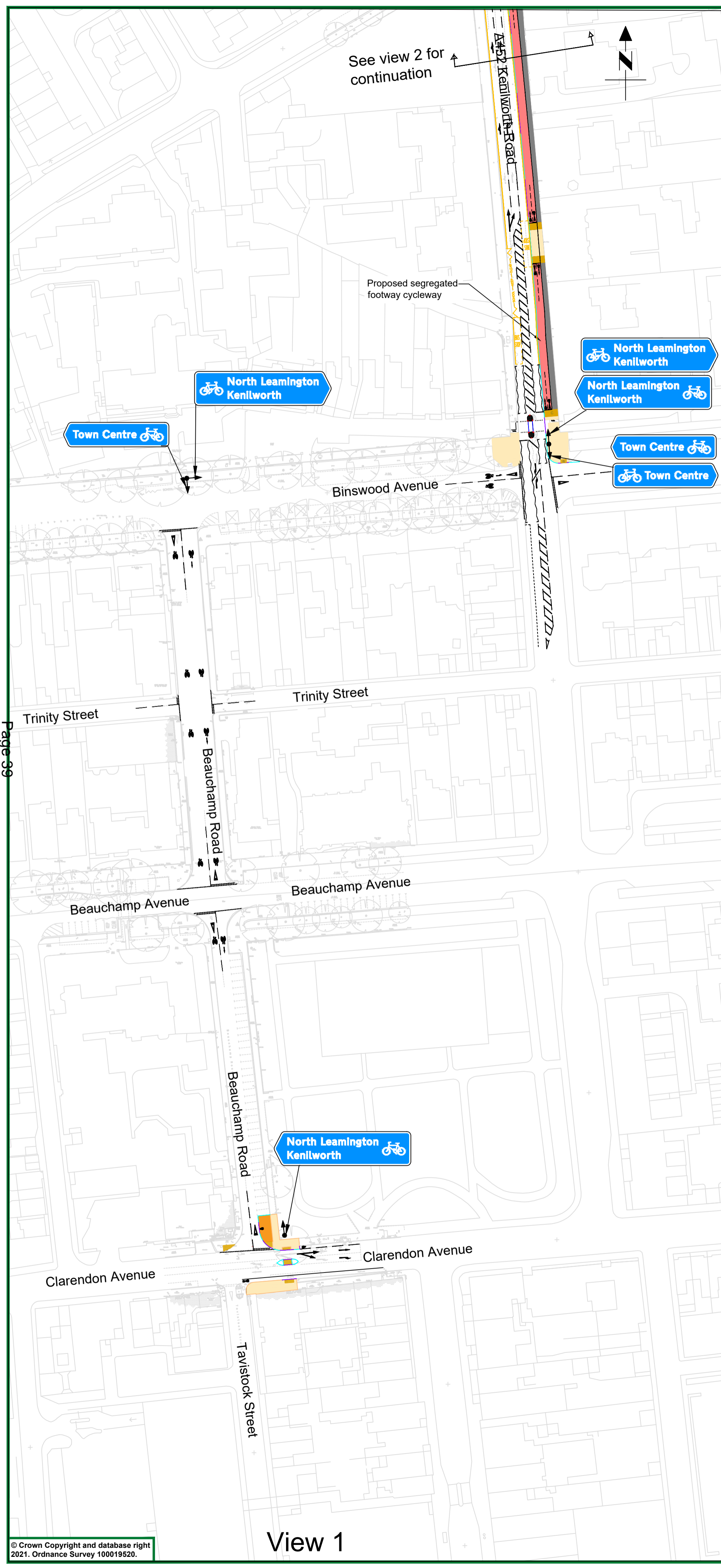
Status
 Approved (Level 3)

Scale
 1:500
 Sheet size
 A1

DRG. NO.
 9.2-A452-069-007
 Rev.
 E



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- NOTES
- Key:
- Proposed shared footway cycleway
 - Proposed segregated footway cycleway
 - Existing footway retained
 - Proposed cycle parking space
 - Proposed road hump
 - Proposed double yellow lines
 - Existing double yellow lines
 - Proposed road marking
 - Proposed buff tactile paving
 - Proposed red tactile paving
 - Proposed buff hazard tactile paving
 - Proposed buff ladder/tramline tactile paving
 - Proposed cycle direction sign
 - Proposed Kenilworth to Leamington (K2L) Cycle Route

B	LSV	Revision Box Amendments	14.11.22
A	UB	Bus stop areas changed	17.08.22
REV	DRN	AMENDMENT	DATE



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PROJECT
 A452 - Kenilworth Road
 K2L Leamington Town Centre Cycle Link

TITLE
 Scheme Overview Plan

Purpose of Drawing: Consultation

Dim	PB	Chkd	CM	Apprd	CM
Date	06-09-21	Date	14-11-22	Date	14-11-22

Status
 Approved (Level 3)

Scale
 1:1000

Sheet size
 A1

DRG. NO.
 9.2-A452-069-009

Rev.
 B

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

Appendix E: NFBUK Concerns and WCC Response

Email from NFBUK, 22 September 2022, to tpu@warwickshire.gov.uk

'The National Federation of the Blind of the UK (NFBUK) have assessed the Kenilworth Road cycle route, Leamington Spa scheme which is currently out for public consultation. The NFBUK has serious concerns over the design which if implemented will cause significant discrimination against blind, deaf blind and visually impaired (referred to blind and visually impaired through out this response) pedestrians and bus passengers as well as other disabled and vulnerable pedestrians and bus users. We recommend that the scheme is significantly modified to ensure discrimination is not created with this scheme 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. The scheme needs to be significantly redesigned to ensure discrimination is not designed into this scheme.

In summary the following design features are not safe or accessible for blind and visually impaired pedestrians and should not be used in the new scheme:

- Proposed shared footway cycleway at bus stops is where pedestrians have to step into a two way cycle lane to get on and off a bus should not be used as they are dangerous and not accessible for blind and visually impaired bus users. The design makes it significantly worse and dangerous for disabled people with no sight or limited sight to get on and off a bus stop. Expecting blind people to get on a bus and get off a bus from an active cycle lane is not safe and this design should not have reached at the consultation stage as it should not have even been considered. The majority of cyclists do not stop to let bus passengers get on and off a bus, and this particular design has proved very dangerous in Denmark, where research in 2007 revealed that shared use bus stops present a particular hazard for all pedestrians with their introduction led to an increase in collisions between cyclists and passengers from 5 to 73 - a 1,725% increase in collision rates on what had been expected. In a later report, in 2010, the authors report an increase in collisions at bus stop bypasses of 1951% resulting in a 1762% increase in injuries. **Access to and from the bus stop should be direct from the pavement which is designated for pedestrian use only.**
- Road humps that make side roads a level surface take away design features blind and visually impaired people use to know they are walking into the road which is very dangerous. There should be at least 60mm difference in kerb height at the crossing point with dropped kerbs for wheel chair users to use to safely get on and off the pavement, with a 6mm upstand designed into the dropped kerb.
- Cycle lanes which run behind pedestrian crossings on pavements are not safe at all and with changes to the street layouts these should be removed from the design.
- Toucan crossings should not be used in the scheme, existing toucan crossing should be upgraded for pedestrian only crossings.

- Shared space / use pavements are not safe or accessible for blind and visually impaired pedestrians. There has to be at least 60mm height from pavement to the cycle lane to keep blind and visually impaired pedestrians and cyclists / e-micromobility users separate from each other. Anything lower will cause discrimination against blind and visually impaired pedestrians. The requirement for 60mm kerbs has been established in this legal case from 2017 <https://www.bbc.co.uk/news/uk-northern-ireland-39902347>.
- Proposed segregation / demarcation cycle kerb - white paint and low kerbs are not safe or accessible for blind and visually impaired pedestrians. There has to be at least 60mm height from pavement to the cycle lane to keep blind and visually impaired pedestrians and cyclists / e-micromobility users separate from each other. Anything lower will cause discrimination against blind and visually impaired pedestrians. The requirement for 60mm kerbs has been established in this legal case from 2017 <https://www.bbc.co.uk/news/uk-northern-ireland-39902347>.

The NFBUK would like to state that Sheet 1 of the plan does not highlight the proposed changes to the bus stop in words in VIEW 1 and in View 2 it does not make it clear that the pavement around the bus stop is actually now a shared used pavement in relation to the bus stop. The sheet is misleading and could prevent people responding to this consultation correctly.

Further concerns raised about the use of shared used bus stops designs are given below and in Annex 1 below. It is also essential access to the bus stops is direct from the pavement designated for pedestrians only and the kerb is the correct size to allow safe access to and from the bus.

Designers and planners are not taking into account the changing nature of how people are travelling and the rapid adoption of many e-devices now being used on the public highway legally and illegally, including many e-scooters and e-bikes which have been modified. Cycle infrastructure at bus stops and when cycle lanes cut through pavements is already unsafe for pedestrians with no or limited sight when cyclists use their own power however with the added e-devices and resultant e-speeds that they can travel, cycling infrastructure for active travel has to be rethought and redesigned. Expecting pedestrians and bus users who are blind or visually impaired, or older people who cannot move very quickly to get across these cycle lanes with the riders of cycle and e-devices going through at all speeds and take priority is not safe or accessible. It is essential that safe access is maintained on the pavement swell as to get on and off a bus directly from the pavement. This will prevent disabled pedestrians and bus users being discriminated against.

It is not known how the designs could have got this far when there are significant design flaws in the scheme which will create discrimination against blind and visually impaired pedestrians. It is essential the information will be used to change the proposed designs to prevent any discrimination against blind and visually impaired pedestrians and bus users, who will stop using these routes and bus stops independently, leaving them to greater isolation and unable to get where they want either walking or using public transport. Which is not acceptable. We are more than willing to discuss the scheme with you further however we cannot accept the designs being proposed in the existing plans. I have cc'd our President Andrew Hodgson into this email as he is very keen to ensure all changes undertaken are safe and accessible for blind and visually impaired pedestrians and bus users'.

Sarah Gayton
Street Access Campaign Coordinator

National Federation of the Blind of the UK
<https://www.nfbuk.org>

Reg. Charity No. 236629 (England & Wales) SC 040134
(Scotland)
Sir John Wilson House, 215 Kirkgate, WAKEFIELD, West
Yorkshire, WF1 1JG
Contact+ 44 (0)1924 291 313 admin@nfbuk.org

NFBUK concerns and WCC design response

Sheet 1 A452 - Kenilworth Road K2L Leamington Town Centre Cycle Link General arrangement Sheet 1 of 2

NFBUK Concerns	WCC Design response
<p>Proposed shared footway cycleway at bus stops is where pedestrians have to step into a two way cycle lane to get on and off a bus. These bus stops should not be used as they are dangerous and not accessible for blind and visually impaired bus users. The design makes it significantly worse and dangerous for disabled people with no sight or limited sight to get on and off a bus stop. Expecting blind people to get on a bus and get off a bus from an active cycle lane is not safe and this design should not have reached at the consultation stage as it should not have even been considered. The majority of cyclists do not stop to let bus passengers get on and off a bus, and this particular design has proved very dangerous in Denmark, where research in <u>2007</u> revealed that shared use bus stops present a particular hazard for all pedestrians with their introduction led to an increase in collisions between cyclists and passengers from 5 to 73 - a 1,725% increase in collision rates on what had been expected. In a later report, in <u>2010</u>, the authors report an increase in collisions at bus stop bypasses of 1951% resulting in a 1762% increase in injuries.</p> <p>Access to and from the bus stop should be direct from the pavement which is designated for pedestrian use only. Expecting a blind and visually impaired person to keep themselves safe which accessing public transport using these designs is not safe and they should not be expected to have to do this. This design will cause discrimination against disabled pedestrians and the design should not be used. Access to and from the bus should be direct from the pavement. Having cyclists and people using e-micromobility riding directly at you is not safe, it is frightening as you cannot hear or see them, they can hit you or your mobility aid, be it a white cane or a Guide Dog.</p>	<p>Existing</p> <p>There are 3 existing bus stops along the proposed cycle route on the east side of Kenilworth Road:</p> <ul style="list-style-type: none"> • Bus flag, bench and bin outside 12 Kenilworth Road (opposite Arnold Lodge School). • Bus flag and bench outside 38 Kenilworth Road (just south of Woodcote Road). • Bus flag outside 52 Kenilworth Road (north of Cloister Crofts). <p>There are currently issues with cycling on the footways and parking on the footways. E-scooters are illegal on highways in Warwickshire.</p> <p>LTN1/20 Guidance</p> <p>The latest guidance for the UK is LTN1/20 which is based on best practice in the UK in cycle infrastructure design.</p> <p>Paragraphs 6.6.6 to 6.6.15 provide guidance on bus and tram stops including bus stop bypasses and bus stop boarders. (Bus stop boarders may require passengers to cross a cycle track to get on and off a bus).</p> <p>LTN1/20 Table 6.3 sets out minimum widths of 3.0m for shared use routes with up to 300 pedestrians per hour and up to 300 cyclists per hour.</p> <p>Proposed</p> <p>The proposal is to discontinue the segregated cycle track either side of the bus stops and widen the existing footway to provide a shared use area of approximately 5.0m. Double yellow lines and bus bay markings are also proposed.</p> <p>The increased space (approximately 5.0m wide at each of the three bus stops) will help to minimise conflicts between users.</p>

<p>White canes can be knocked, broken or ripped out of their hands as they can get stuck in the spokes of the wheels of the bikes and Guide Dogs can also be hit or frightened with bikes trying to pass too close and too fast at the bus stops.</p> <p>If a white cane is broken or ripped from somebody's hand it leaves them without a mobility aid and stuck in the middle of the road without being able to find the cane or have access to a fully functioning mobility aid to carry on their journey. This can also hurt the hand, wrist, arm and shoulder of somebody using a white cane as a mobility aid and it can be a very painful experience. This is a terrifying and very dangerous situation to be put in and it is essential cyclists / e-micromobility riders and pedestrians are not brought into conflict by new street designs to accommodate active travel.</p> <p>If a Guide Dog is hurt or frightened too much, it may not be able to work or refuse to work any more and have to be retired. This is a devastating blow to the partnership between the Guide Dog users and the Guide Dog, and an immediate loss of the benefit of a Guide Dog which gives many blind and visually impaired people independence. New dogs are not always available and there is a long waiting list to get a new one.</p>	<p>Modifications</p> <p>Bus stop bypasses and bus stop boarders were considered in the original design process and again following the local engagement as possible ways of maintaining the segregation at the bus stops.</p> <p>However, there is limited space to create separate facilities, and it was considered that the provision of shared space would enable bus passengers and other pedestrians to have greater priority across the wider footway/ cycle track and help to reduce cycle speeds.</p> <p>Final designs will be modified to include on carriageway bus stop markings and bus kerbs at all bus stops, to improve access for buses and passengers.</p> <p>Additional text could be used alongside shared use signs to reinforce pedestrian priority around bus stops.</p> <p>Monitoring will take place following scheme delivery.</p>
<p>Proposed shared footway cycleway should not be used throughout the scheme. There has to be at least 60mm height from pavement to the cycle lane to keep blind and visually impaired pedestrians and cyclists / e-micromobility users separate from each other. Anything lower will cause discrimination against blind and visually impaired pedestrians. The requirement for 60mm kerbs has been established in this legal case from 2017 https://www.bbc.co.uk/news/uk-northern-ireland-39902347. Allowing cyclists to share space is not safe or accessible for blind and visually impaired pedestrians and is not advised in areas like this as in Cycling Guidance 1/20.</p>	<p>Existing</p> <p>There is an existing footway but no cycle route along Kenilworth Road.</p> <p>There are currently issues with cycling on the footways which indicates some cyclists do not consider the road to be a suitable environment for cycling and parking on the footways which can create a hazard and narrow the space available for pedestrians.</p> <p>LTN1/20 Guidance</p> <p>Principles - LTN1/20 sets out clear principles that, 'on urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians'. However, the guidance also explains where shared use facilities may be used.</p>

Having bikes riding behind you, in front of you and at the side of you on pavements is not safe or accessible. It is frightening, can cause disorientation for blind and visually impaired pedestrians.

Blind and visually impaired pedestrians using white canes can get them knocked, broken or ripped out of their hands as they can get stuck in the spokes of the wheels of the bikes and Guide Dogs can also be hit or frightened with bikes trying to pass too close and too fast on crossings.

If a white cane is broken or ripped from somebody's hand it leaves them without a mobility aid and stuck in the middle of the road without being able to find the cane or have access to a fully functioning mobility aid to carry on their journey. This can also hurt the hand, wrist, arm and shoulder of somebody using a white cane as a mobility aid and it can be a very painful experience. This is a terrifying and very dangerous situation to be put in and it is essential cyclists / e-micromobility riders and pedestrians are not brought into conflict by new street designs to accommodate active travel.

If a Guide Dog is hurt or frightened too much, it may not be able to work or refuse to work any more and have to be retired. This is a devastating blow to the partnership between the Guide Dog users and the Guide Dog, and an immediate loss of the benefit of a Guide Dog which gives many blind and visually impaired people independence. New dogs are not always available and there is a long waiting list to get a new one.

Proposed segregated footway cycleway / Proposed segregation / demarcation cycle kerb White paint and low kerbs are not safe or accessible for blind and visually impaired pedestrians and should not be used to segregate the footway way from the cycle way. There has to be at least 60mm height from pavement to the cycle lane to keep blind and visually impaired pedestrians and cyclists / e-micromobility users separate from each other. Anything lower will cause discrimination

Engagement - LTN1/20 Paragraphs 6.5.5 and 6.5.6 explain that shared use facilities are appropriate in some situations and suggest early engagement with relevant interested parties.

Dimensions - LTN1/20 Table 6.3 sets out minimum widths of 3.0m for shared use routes with up to 300 pedestrians per hour and up to 300 cyclists per hour.

Proposed

Principles - the design of the Kenilworth Road cycle route aims to maximise segregation between users in line with the principles of LTN1/20.

Engagement – local engagement took place with interested parties about this scheme in Autumn 2022.

Council officers met with members of the Warwickshire Vision groups in Leamington Spa and Nuneaton in August and September 2022 and discussed the experiences of blind and visually impaired pedestrians and their views on future walking and cycling schemes. Members stated a preference for separation between users as much as possible with clear tactile paving and a raised delineation line between cycle tracks and footways – that could be detected by a cane and followed by guide dogs. They also welcomed clearer signs informing cyclists about cycle routes.

Other feedback from engagement included concerns about the reallocation of road space and lack of continuity for cyclists. The proposals therefore need to achieve a balance between maintaining routes for walking, providing a new route for cycling and keeping traffic moving.

Dimensions – the segregation has been achieved in many areas by reallocating space from the carriageway and the existing wide footways to create a new 3.0m wide cycle track and a 2.0m wide footway.

against blind and visually impaired pedestrians. The requirement for 60mm kerbs has been established in this legal case from 2017 <https://www.bbc.co.uk/news/uk-northern-ireland-39902347>.

However in some locations, the traffic requirements of heavily trafficked Kenilworth Road, particularly north of the junction with Lillington Avenue where the road has A road designation and forms part of the Major Road Network have limited the space available for other road users, and in these areas it is not possible to provide full segregation and therefore shared use is proposed.

The most significant section of shared use is 270m long and is located at the northern extent of the scheme where pedestrian use of the scheme is expected to be relatively low. At other locations (bus stops, pedestrian crossing points and intersections with footways at side roads) there are also short sections of shared use to enable pedestrians to have greater priority across the full width of the footway/ cycle track and to help reduce cycle speeds.

Shared use sections of the Kenilworth Road cycle route will be created by widening of the existing footway to 3.0m, with busier sections on the southern part of the route up to 5.0m wide, including at bus stops. Traffic and user counts in March 2022 show that there are currently less than 50 pedestrians and cyclists per hour using the footway on the east side of the Kenilworth Road at the busiest hours of the day.

Users will be alerted to the change between segregated and shared use provision and vice versa by the provision of buff coloured ladder / tramline tactile paving and corduroy hazard warning surfaces as per national standards.

Modifications

Following feedback from the community engagement and advertising of the orders / notices, the designs were reviewed to identify if there was further scope to extend the segregation.

The design team concluded this was not possible due to the complexity and confusion of switching between shared use and segregated provision for very short sections, and the need to provide sufficient space to allow cyclists to reduce speed in advance of

	<p>bus stops, pedestrian crossing points and intersections with footways at side roads.</p> <p>There was also a need to retain space for traffic movements, particularly at the busier junctions (Northumberland Road and Lillington Avenue). This limited the space available to create segregated facilities.</p> <p>Options for the delineation between cycle track and footway on the segregated sections were also reviewed. A trapezoidal kerb was rejected on advice from manufacturers due to the driveway crossings and risk of damage caused by vehicle overrun. The proposed design will therefore use either a raised white line (as per Traffic Signs Regulations and General Directions 2016 (TSRGD), diagram 1049.1) or other physical separation feature that can be identified by a blind or visually impaired person using a mobility cane.</p>
<p>Proposed shared footway cycleway at pedestrian crossings should not be used. The design allows cyclists and riders of e-micromobility to bypass the pedestrian controlled crossing. This is not safe for blind or visually impaired pedestrians, disabled and vulnerable pedestrians. The cycle lane has also to be included into the pedestrian crossing traffic lights phase. There has to be at least 60mm height from pavement to the cycle lane to keep blind and visually impaired pedestrians and cyclists / e-micromobility users separate from each other. Anything lower will cause discrimination against blind and visually impaired pedestrians. The requirement for 60mm kerbs has been established in this legal case from 2017 https://www.bbc.co.uk/news/uk-northern-ireland-39902347.</p> <p>Having bikes riding behind you, in front of you and at the side of you on a pedestrian crossing is not safe or accessible. It is frightening, can cause disorientation for blind and visually impaired pedestrians.</p> <p>Blind and visually impaired pedestrians using white canes can get them knocked, broken or ripped out of their hands as they can get stuck</p>	<p>Existing</p> <p>There is an existing footway but no cycle route along Kenilworth Road.</p> <p>There are currently issues with cycling on the footways and parking on the footways.</p> <p>LTN1/20 Guidance Principles - LTN1/20 sets out clear principles that, 'on urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians'. However, the guidance also explains where shared use facilities may be used.</p> <p>Paragraph 6.5.6 states that shared use may be appropriate in some situations, if well-designed and implemented. Including those listed are, 'At and around junctions where cyclists are generally moving at a slow speed including in association with Toucan facilities'.</p> <p>Dimensions - LTN1/20 Table 6.3 sets out minimum widths of 3.0m for shared use routes with up to 300 pedestrians per hour and up to 300 cyclists per hour.</p>

<p>in the spokes of the wheels of the bikes and Guide Dogs can also be hit or frightened with bikes trying to pass too close and too fast on crossings.</p> <p>If a white cane is broken or ripped from somebody's hand it leaves them without a mobility aid and stuck in the middle of the road without being able to find the cane or have access to a fully functioning mobility aid to carry on their journey. This can also hurt the hand, wrist, arm and shoulder of somebody using a white cane as a mobility aid and it can be a very painful experience. This is a terrifying and very dangerous situation to be put in and it is essential cyclists / e-micromobility riders and pedestrians are not brought into conflict by new street designs to accommodate active travel.</p> <p>If a Guide Dog is hurt or frightened too much, it may not be able to work or refuse to work any more and have to be retired. This is a devastating blow to the partnership between the Guide Dog users and the Guide Dog, and an immediate loss of the benefit of a Guide Dog which gives many blind and visually impaired people independence. New dogs are not always available and there is a long waiting list to get a new one.</p>	<p>Proposed</p> <p>Principles - the design of the Kenilworth Road cycle route aims to maximise segregation between users in line with the principles of LTN1/20. However, short sections of shared-use cycle tracks/ footways are provided near Toucan and Puffin crossings, areas where cyclists are moving at a slower speed and pedestrians need access to the kerbside crossing points.</p> <p>Dimensions – widening of the footway is proposed (in excess of the LTN1/20 minimum of 3.0m) to reduce conflicts within these shared use areas.</p> <p>Users will be alerted to the change between segregated and shared use provision and vice versa by the provision of buff coloured ladder / tramline tactile paving and corduroy hazard warning surfaces as per national standards.</p> <p>Modifications</p> <p>Following feedback from the community engagement and advertising of the orders / notices, the designs were reviewed to identify if there was further scope to extend the segregation, provide additional crossing points or provide separate crossings for cyclists.</p> <p>The design team concluded that additional segregation was not possible due to the complexity and confusion of switching between shared use and segregated provision for very short sections, and the need to provide sufficient space to allow cyclists to reduce speed in advance of the pedestrian crossing points and intersections with footways at side roads.</p>
<p>Toucan pedestrian crossings: On view 1 the 'Existing toucan crossing to remain' should actually be made into a pedestrian only crossing and the proposed change of the puffin crossing to a toucan crossing should be used in the scheme.</p> <p>It is not recommended to have toucan crossings in <u>Cycle Guidance 1/20</u> (page 114) in areas where pedestrian and cycle flows are high as would be the case in this location.</p>	<p>Existing</p> <p>There is an existing Toucan crossing just north of Binswood Avenue. This provides a connection to an existing cycle route along Binswood Avenue (east) and Lillington Road between Kenilworth Road and North Leamington School.</p> <p>LTN1/20 Guidance</p> <p>LTN1/20 guidance (page 114 Paragraph 10.6.19) notes that Toucan facilities can be</p>

<p>Having bikes riding behind you, in front of you and at the side of you on a pedestrian crossing is not safe or accessible. It is frightening, can cause disorientation for blind and visually impaired pedestrians.</p> <p>Blind and visually impaired pedestrians using white canes can get them knocked, broken or ripped out of their hands as they can get stuck in the spokes of the wheels of the bikes and Guide Dogs can also be hit or frightened with bikes trying to pass too close and too fast on crossings.</p> <p>If a white cane is broken or ripped from somebody's hand it leaves them without a mobility aid and stuck in the middle of the road without being able to find the cane or have access to a fully functioning mobility aid to carry on their journey. This can also hurt the hand, wrist, arm and shoulder of somebody using a white cane as a mobility aid and it can be a very painful experience. This is a terrifying and very dangerous situation to be put in and it is essential cyclists / e-micromobility riders and pedestrians are not brought into conflict by new street designs to accommodate active travel.</p> <p>If a Guide Dog is hurt or frightened too much, it may not be able to work or refuse to work any more and have to be retired. This is a devastating blow to the partnership between the Guide Dog users and the Guide Dog, and an immediate loss of the benefit of a Guide Dog which gives many blind and visually impaired people independence. New dogs are not always available and there is a long waiting list to get a new one.</p>	<p>provided at signal junctions and to accommodate this it is necessary to provide shared use facilities around the junction - therefore it is unlikely such an arrangement would be suitable where pedestrian and cyclist flows are high. No thresholds for flows are given.</p> <p>Proposed It is proposed to retain the existing Toucan crossing just north of Binswood Avenue but to remove the existing refuge island. These changes will reduce the crossing distance for pedestrians and cyclists but increase the existing shared use footway/ cycle track width on the east side, providing more space for people to wait and pass each other and accommodate any increases in pedestrian and cycle flows.</p> <p>Modifications Following feedback from the community engagement and advertising of the orders / notices, the designs were reviewed to identify if there was further scope to widen the Toucan crossing or provide separate crossings for cyclists.</p> <p>No changes are currently planned but monitoring will take place following scheme delivery including traffic and user counts.</p>
<p>Proposed road humps: In view 2 a 'road hump' is proposed that makes side roads a level surface take away design features blind and visually impaired people use to know they are walking into the road which is very dangerous. There should be at least 60mm difference in kerb height for the same reason given above at the crossing point with dropped kerbs for wheel chair users to use to safely get</p>	<p>Existing There are dropped kerbs with blister tactile paving either side of Woodcote Road (east).</p> <p>LTN1/20 Guidance LTN1/20 Paragraphs 10.5.7 to 10.5.30 provide details of priority crossing of cycle tracks at side roads.</p>

on and off the pavement, with a 6mm upstand designed into the dropped kerb.

Proposed

A priority crossing is proposed on Woodcote Road, partially setback on a contrasting coloured surfacing and road hump. Clear line markings will help to slow down turning traffic and make the crossing more conspicuous, as suggested in the guidance. The road hump will make the side road a level surface, making it easier to cross for pedestrians and cyclists. There will be standard blister tactile paving to indicate the edge of the footway/ cycle track and carriageway so that blind and visually impaired people can identify the edge of the footway.

Modifications

Detailed design work has indicated that it may not be possible to provide a road hump on Woodcote Road within the adopted highway. However, the crossing distance will be reduced to provide easier crossing for pedestrians and cyclists.

Following local engagement an additional priority crossing is proposed at Cloister Crofts setback 5.0m from the junction mouth.

This will be subject to further advertisement before being implemented.

Sheet 2 A452 - Kenilworth Road K2L Leamington Town Centre Cycle Link General arrangement Sheet 2 of 2

Proposed shared footway cycleway should not be used throughout the scheme. There has to be at least 60mm height from pavement to the cycle lane to keep blind and visually impaired pedestrians and cyclists / e-micromobility users separate from each other. Anything lower will cause discrimination against blind and visually impaired pedestrians. The requirement for 60mm kerbs has been established in this legal case from 2017 <https://www.bbc.co.uk/news/uk-northern-ireland-39902347>. Allowing cyclists to shared space is not safe or accessible for blind and visually impaired pedestrians and is not advised in areas like this as in [Cycling Guidance 1/20](#).

Existing

There is an existing footway but no cycle route along Kenilworth Road.

There are currently issues with cycling on the footways and parking on the footways.

LTN1/20 Guidance

Principles - LTN1/20 sets out clear principles that, 'on urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians'. However, the guidance also explains where shared use facilities may be used.

Engagement - LTN1/20 Paragraphs 6.5.5 and 6.5.6 explain that shared use facilities are

Having bikes riding behind you, in front of you and at the side of you on pavements is not safe or accessible. It is frightening, can cause disorientation for blind and visually impaired pedestrians.

Blind and visually impaired pedestrians using white canes can get them knocked, broken or ripped out of their hands as they can get stuck in the spokes of the wheels of the bikes and Guide Dogs can also be hit or frightened with bikes trying to pass too close and too fast on crossings.

If a white cane is broken or ripped from somebody's hand it leaves them without a mobility aid and stuck in the middle of the road without being able to find the cane or have access to a fully functioning mobility aid to carry on their journey. This can also hurt the hand, wrist, arm and shoulder of somebody using a white cane as a mobility aid and it can be a very painful experience. This is a terrifying and very dangerous situation to be put in and it is essential cyclists / e-micromobility riders and pedestrians are not brought into conflict by new street designs to accommodate active travel.

If a Guide Dog is hurt or frightened too much, it may not be able to work or refuse to work any more and have to be retired. This is a devastating blow to the partnership between the Guide Dog users and the Guide Dog, and an immediate loss of the benefit of a Guide Dog which gives many blind and visually impaired people independence. New dogs are not always available and there is a long waiting list to get a new one.

Proposed segregated footway cycleway/ Proposed segregation / demarcation cycle kerb White paint and low kerbs are not safe or accessible for blind and visually impaired pedestrians and should not be used to segregate the footway way from the cycle way. There has to be at least 60mm height from pavement to the cycle lane to keep blind and visually impaired pedestrians and cyclists / e-micromobility users separate from each other. Anything lower will cause discrimination

appropriate in some situations and suggest early engagement with relevant interested parties.

Dimensions - LTN1/20 Table 6.3 sets out minimum widths of 3.0m for shared use routes with up to 300 pedestrians per hour and up to 300 cyclists per hour.

Proposed

Principles - the design of the Kenilworth Road cycle route aims to maximise segregation between users in line with the principles of LTN1/20.

Engagement – local engagement took place with interested parties about this scheme in Autumn 2022.

Council officers met with members of the Warwickshire Vision groups in Leamington Spa and Nuneaton in August and September 2022 and discussed the experiences of blind and visually impaired pedestrians and their views on future walking and cycling schemes. Members stated a preference for separation between users as much as possible with clear tactile paving and a raised delineation line between cycle tracks and footways – that could be detected by a cane and followed by guide dogs. They also welcomed clearer signs informing cyclists about cycle routes.

Other feedback from engagement included concerns about the reallocation of road space and lack of continuity for cyclists. The proposals therefore need to achieve a balance between maintaining routes for walking, providing a new route for cycling and keeping traffic moving.

Dimensions – the segregation has been achieved in many areas by reallocating space from the carriageway and the existing wide footways to create a new 3.0m wide cycle track and a 2.0m wide footway.

However in some locations, the traffic requirements of this busy 'A' road have limited the space available for other road users, and in these areas it is not possible to provide full

against blind and visually impaired pedestrians. The requirement for 60mm kerbs has been established in this legal case from 2017 <https://www.bbc.co.uk/news/uk-northern-ireland-39902347>.

segregation and therefore shared use is proposed.

The most significant section of shared use is 270m long and is located at the northern extent of the scheme where pedestrian use of the scheme is expected to be relatively low. At other locations (bus stops, pedestrian crossing points and intersections with footways at side roads) there are also short sections of shared use to enable pedestrians to have greater priority across the full width of the footway/ cycle track and to help reduce cycle speeds.

Shared use sections of the Kenilworth Road cycle route will be created by widening of the existing footway to 3.0m,, with busier sections on the southern part of the route up to 5.0m wide, including at bus stops. Traffic and user counts in March 2022 show that there are currently less than 50 pedestrians and cyclists per hour using the footway on the east side of the Kenilworth Road at the busiest hours of the day.

Users will be alerted to the change between segregated and shared use provision and vice versa by the provision of buff coloured ladder / tramline tactile paving and corduroy hazard warning surfaces as per national standards.

Modifications

Following feedback from the community engagement and advertising of the orders / notices, the designs were reviewed to identify if there was further scope to extend the segregation.

The design team concluded this was not possible due to the complexity and confusion of switching between shared use and segregated provision for very short sections, and the need to provide sufficient space to allow cyclists to reduce speed in advance of bus stops, pedestrian crossing points and intersections with footways at side roads.

Options for the delineation between cycle track and footway on the segregated sections were also reviewed. A trapezoidal kerb was rejected on advice from manufacturers due to

	<p>the driveway crossings and risk of damage caused by vehicle overrun. The proposed design will therefore use either a raised white line (as per Traffic Signs Regulations and General Directions 2016 (TSRGD), diagram 1049.1) or other physical separation feature that can be identified by a blind or visually impaired person using a mobility cane.</p>
<p>Cloister Crofts - this junction needs to be redesigned as the tactile paving and the way it has been laid is not safe for blind and visually impaired pedestrians.</p>	<p>Existing</p> <p>There are dropped kerbs with blister tactile paving either side of Cloister Crofts.</p> <p>The existing pedestrian refuge just north of Cloister Crofts does not have dropped kerbs or tactile paving and has limited width at the refuge.</p> <p>LTN1/20 Guidance</p> <p>LTN1/20 Paragraph 10.4.7 states that refuges should be free of clutter, and at least 3.0m long (in the direction of travel for the cyclist) to protect users, including the cycle design vehicle, wheelchairs and mobility scooters.</p> <p>Paragraphs 10.5.7 to 10.5.30 provide details of priority crossing of cycle tracks at side roads.</p> <p>Proposed</p> <p>It is proposed to remove the existing pedestrian refuge just north of Cloister Crofts.</p> <p>Modifications</p> <p>Following local engagement an additional priority crossing is proposed at Cloister Crofts with a full setback of 5.0m. In response to several comments, the pedestrian refuge is proposed to be relocated from just north of Cloister Crofts to just south of Northumberland Avenue.</p> <p>The priority crossing will have contrasting coloured surfacing on a road hump. Clear line markings will help to slow down turning traffic and make the crossing more conspicuous, as suggested in the guidance. The road hump will make the side road a level surface making it easier to cross for pedestrians and cyclists. There will be standard blister tactile paving to indicate the edge of the footway/ cycle track and carriageway so that blind and visually</p>

	<p>impaired people can identify the edge of the footway.</p> <p>The road hump at Cloister Crofts will be subject to further advertisement before being implemented.</p>
<p>Proposed shared footway cycleway at pedestrian crossings should not be used. The design allows cyclists and riders or e-micromobility to bypass the pedestrian controlled crossing. This is not safe for blind or visually impaired pedestrians, disabled pedestrians and vulnerable pedestrians in this location. The cycle lane has to be included into the pedestrian crossing traffic lights phase. There also has to be at least 60mm height from pavement to the cycle lane to keep blind and visually impaired pedestrians and cyclists / e-micromobility users separate from each other. Anything lower will cause discrimination against blind and visually impaired pedestrians. The requirement for 60mm kerbs has been established in this legal case from 2017 https://www.bbc.co.uk/news/uk-northern-ireland-39902347.</p> <p>Having bikes riding behind you, in front of you and at the side of you on a pedestrian crossing is not safe or accessible. It is frightening, can cause disorientation for blind and visually impaired pedestrians.</p> <p>Blind and visually impaired pedestrians using white canes can get them knocked, broken or ripped out of their hands as they can get stuck in the spokes of the wheels of the bikes and Guide Dogs can also be hit or frightened with bikes trying to pass too close and too fast on crossings.</p> <p>If a white cane is broken or ripped from somebody's hand it leaves them without a mobility aid and stuck in the middle of the road without being able to find the cane or have access to a fully functioning mobility aid to carry on their journey. This can also hurt the hand, wrist, arm and shoulder of somebody using a white cane as a mobility aid and it can be a very painful experience. This is terrifying and a very dangerous situation to be put in and it is essential cyclists / e-micromobility riders and</p>	<p>Existing</p> <p>There is an existing footway but no cycle route along Kenilworth Road.</p> <p>There are currently issues with cycling on the footways and parking on the footways.</p> <p>LTN1/20 Guidance</p> <p>Principles - LTN1/20 sets out clear principles that, 'on urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians'. However, the guidance also explains where shared use facilities may be used.</p> <p>Paragraph 6.5.6 states that shared use may be appropriate in some situations, if well-designed and implemented. Including those listed are, 'At and around junctions where cyclists are generally moving at a slow speed including in association with Toucan facilities'.</p> <p>Dimensions - LTN1/20 Table 6.3 sets out minimum widths of 3.0m for shared use routes with up to 300 pedestrians per hour and up to 300 cyclists per hour.</p> <p>Proposed</p> <p>Principles - the design of the Kenilworth Road cycle route aims to maximise segregation between users in line with the principles of LTN1/20. However, short sections of shared-use cycle tracks/ footways are provided near Toucan and Puffin crossings, areas where cyclists are moving at a slower speed and pedestrians need access to the kerbside crossing points.</p> <p>Dimensions – widening of the footway is proposed (in excess of the LTN1/20 minimum of 3.0m) to reduce conflicts within these shared use areas.</p> <p>Users will be alerted to the change between segregated and shared use provision and vice</p>

<p>pedestrians are not brought into conflict by new street designs to accommodate active travel.</p> <p>If a Guide Dog is hurt or frightened too much, it may not be able to work or refuse to work any more and have to be retired. This is a devastating blow to the partnership between the Guide Dog users and the Guide Dog, and an immediate loss of the benefit of a Guide Dog which gives many blind and visually impaired people independence. New dogs are not always available and there is a long waiting list to get a new one.</p>	<p>versa by the provision of buff coloured ladder / tramline tactile paving and corduroy hazard warning surfaces as per national standards.</p> <p>Modifications Following feedback from the community engagement and advertising of the orders / notices, the designs were reviewed to identify if there was further scope to extend the segregation, provide additional crossing points or provide separate crossings for cyclists.</p> <p>The design team concluded that additional segregation was not possible due to the complexity and confusion of switching between shared use and segregated provision for very short sections, and the need to provide sufficient space to allow cyclists to reduce speed in advance of the pedestrian crossing points and intersections with footways at side roads.</p>
<p>Raised Table In view 3 what was called a 'road hump' in view 2 is now called a raised table. Again this will makes the side road a level surface take away design features blind and visually impaired people use to know they are walking into the road which is very dangerous. There should be at least 60mm difference in kerb height at the crossing point with dropped kerbs for wheel chair users to use to safely get on and off the pavement, with a 6mm upstand designed into the dropped kerb.</p>	<p>Existing There are dropped kerbs with blister tactile paving either side of Woodcote Road (east).</p> <p>LTN1/20 Guidance LTN1/20 Paragraphs 10.5.7 to 10.5.30 provide details of priority crossing of cycle tracks at side roads.</p> <p>Proposed A priority crossing is proposed on Woodcote Road. The road hump will make the side road a level surface, slowing down traffic and making it easier to cross for pedestrians and cyclists. There will be standard blister tactile paving to indicate the edge of the footway/ cycle track and carriageway so that blind and visually impaired people can identify the edge of the footway.</p> <p>Modifications Detailed design work has indicated that it may not be possible to provide a road hump on Woodcote Road within the adopted highway. However, the crossing distance will be reduced to provide easier crossing for pedestrians and cyclists.</p>

	<p>Following local engagement an additional priority crossing is proposed at Cloister Crofts with a full setback of 5.0m.</p> <p>This road hump will be subject to further advertisement before being implemented.</p>
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Sheet 3 A452 - Kenilworth Road K2L Leamington Town Centre Cycle Link Scheme Overview Plan
Purpose of Drawing: Consultation

<p>Proposed shared footway cycleway in View 1 should not be used. There has to be at least 60mm height from pavement to the cycle lane to keep blind and visually impaired pedestrians and cyclists / e-micromobility users separate from each other. Anything lower will cause discrimination against blind and visually impaired pedestrians. The requirement for 60mm kerbs has been established in this legal case from 2017 https://www.bbc.co.uk/news/uk-northern-ireland-39902347. Allowing cyclists to shared space is not safe or accessible for blind and visually impaired pedestrians and is not advised in areas like this as in <u>Cycling Guidance 1/20</u>.</p> <p>Having bikes riding behind you, in front of you and at the side of you on pavements is not safe or accessible. It is frightening, can cause disorientation for blind and visually impaired pedestrians.</p> <p>Blind and visually impaired pedestrians using white canes can get them knocked, broken or ripped out of their hands as they can get stuck in the spokes of the wheels of the bikes and Guide Dogs can also be hit or frightened with bikes trying to pass too close and too fast on crossings.</p> <p>If a white cane is broken or ripped from somebody's hand it leaves them without a mobility aid and stuck in the middle of the road without being able to find the cane or have access to a fully functioning mobility aid to carry on their journey. This can also hurt the hand, wrist, arm and shoulder of somebody using a white cane as a mobility aid and it can be a very painful experience. This is terrifying and a very dangerous situation to be put in and it</p>	<p>Existing</p> <p>There is an existing footway but no cycle route along Kenilworth Road.</p> <p>There are currently issues with cycling on the footways and parking on the footways.</p> <p>LTN1/20 Guidance Principles - LTN1/20 sets out clear principles that, 'on urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians'. However, the guidance also explains where shared use facilities may be used.</p> <p>Engagement - LTN1/20 Paragraphs 6.5.5 and 6.5.6 explain that shared use facilities are appropriate in some situations and suggest early engagement with relevant interested parties.</p> <p>Dimensions - LTN1/20 Table 6.3 sets out minimum widths of 3.0m for shared use routes with up to 300 pedestrians per hour and up to 300 cyclists per hour. Shared use sections of the Kenilworth Road cycle route will be created by widening of the existing footway to 3.0m, with busier sections on the southern part of the route up to 5.0m wide, including at bus stops. Traffic and user counts in March 2022 show that there are currently less than 50 pedestrians and cyclists per hour using the footway on the east side of the Kenilworth Road at the busiest hours of the day.</p> <p>Proposed Principles - the design of the Kenilworth Road cycle route aims to maximise segregation between users in line with the principles of LTN1/20.</p>
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is essential cyclists / e-micromobility riders and pedestrians are not brought into conflict by new street designs to accommodate active travel.

If a Guide Dog is hurt or frightened too much, it may not be able to work or refuse to work any more and have to be retired. This is a devastating blow to the partnership between the Guide Dog users and the Guide Dog, and an immediate loss of the benefit of a Guide Dog which gives many blind and visually impaired people independence. New dogs are not always available and there is a long waiting list to get a new one.

Engagement – local engagement took place with interested parties about this scheme in Autumn 2022.

Council officers met with members of the Warwickshire Vision groups in Leamington Spa and Nuneaton in August and September 2022 and discussed the experiences of blind and visually impaired pedestrians and their views on future walking and cycling schemes. Members stated a preference for separation between users as much as possible with clear tactile paving and a raised delineation line between cycle tracks and footways – that could be detected by a cane and followed by guide dogs. They also welcomed clearer signs informing cyclists about cycle routes.

Other feedback from engagement included concerns about the reallocation of road space and lack of continuity for cyclists. The proposals therefore need to achieve a balance between maintaining routes for walking, providing a new route for cycling and keeping traffic moving.

Dimensions – the segregation has been achieved in many areas by reallocating space from the carriageway and the existing wide footways to create a new 3.0m wide cycle track and a 2.0m wide footway.

However in some locations, the traffic requirements of this busy 'A' road have limited the space available for other road users, and in these areas it is not possible to provide full segregation and therefore shared use is proposed.

The most significant section of shared use is 270m long and is located at the northern extent of the scheme where pedestrian use of the scheme is expected to be relatively low. At other locations (bus stops, pedestrian crossing points and intersections with footways at side roads) there are also short sections of shared use to enable pedestrians to have greater priority across the full width of the footway/ cycle track and to help reduce cycle speeds.

	<p>Users will be alerted to the change between segregated and shared use provision and vice versa by the provision of buff coloured ladder / tramline tactile paving and corduroy hazard warning surfaces as per national standards.</p> <p>Modifications Following feedback from the community engagement and advertising of the orders / notices, the designs were reviewed to identify if there was further scope to extend the segregation.</p> <p>The design team concluded this was not possible due to the complexity and confusion of switching between shared use and segregated provision for very short sections, and the need to provide sufficient space to allow cyclists to reduce speed in advance of bus stops, pedestrian crossing points and intersections with footways at side roads.</p> <p>Options for the delineation between cycle track and footway on the segregated sections were also reviewed. A trapezoidal kerb was rejected on advice from manufacturers due to the driveway crossings and risk of damage caused by vehicle overrun. The proposed design will therefore use either a raised white line (as per Traffic Signs Regulations and General Directions 2016 (TSRGD), diagram 1049.1) or other physical separation feature that can be identified by a blind or visually impaired person using a mobility cane.</p>
<p>Proposed bike parking should not be located that close the junction as it will obscure the view of drivers and pedestrians. A build out could be constructed to reduce the width of the side road and improvements could be made to the dropped kerbs at the side junction. Some of the car parking spaces could be removed for cycle parking. What is being proposed in the plan is not safe.</p>	<p>Existing There is on-street car parking along Beauchamp Road but no cycle parking provision.</p> <p>LTN1/20 Guidance Paragraphs 11.2.1 to 11.5.2 provide guidance on cycle parking.</p> <p>Proposed Cycle parking space is proposed on the corner of Beauchamp Road and Clarendon Avenue by constructing a buildout, narrowing the side road and removing 2-3 car parking spaces.</p>

	Modifications
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	Detailed designs will ensure that there is clear space for pedestrian and cycle movements at this location and that the installation of cycle stands does not obscure intervisibility of drivers, pedestrians and cyclists.
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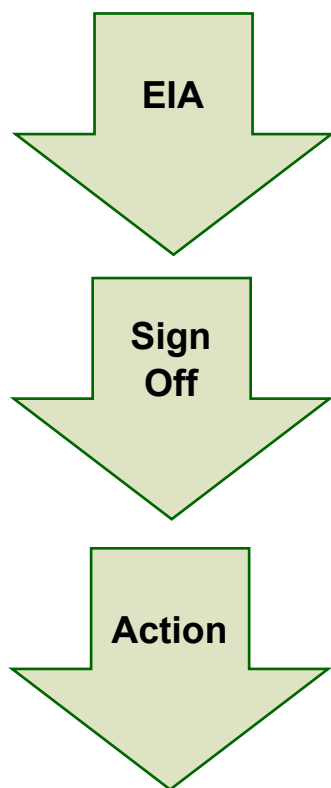
Warwickshire County Council (WCC) Equality Impact Assessment (EIA) Form

The purpose of an EIA is to ensure WCC is as inclusive as possible, both as a service deliverer and as an employer. It also demonstrates our compliance with Public Sector Equality Duty (PSED).

This document is a planning tool, designed to help you improve programmes of work by considering the implications for different groups of people. A guidance document is available [here](#).

Please note that, once approved, this document will be made public, unless you have indicated that it contains sensitive information. Please ensure that the form is clear and easy to understand. If you would like any support or advice on completing this document, please contact the Equality, Diversity and Inclusion (EDI) team via equalities@warwickshire.gov.uk, or if it's relating to health inequalities, please contact Public Health via phadmin@warwickshire.gov.uk.

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- Having identified an EIA is required, ensure that the EIA form is completed before any work is started. This includes gathering evidence and / or engaging the relevant stakeholders to inform your assessment.
- Brief the relevant Assistant Director for sign off and upload the completed form here: [Upload Completed Equality Impact Assessments](#). Please name it “EIA [project] [service area] [year]”
- Undertake further research / engagement to further understand impacts (if identified).
- Undertake engagement and / or consultation to understand if EIA has identified and considered impacts.
- Amend accordingly to engagement / consultation feedback and brief decision makers of any changes.
- Implement proposed activity.
- Monitor impacts and mitigations as evidence of duty of care.

*Working for
Warwickshire*

Section One: Essential Information

Service / policy / strategy / practice / plan being assessed	<p>Kenilworth Road Cycle Route (K2L Section 1a), Leamington Spa</p> <p>This EQIA reviews the overall scheme as proposed in August 2022 and shown in the published drawings:</p> <ul style="list-style-type: none"> • General Arrangement Sheet 1: 9.2-A452-069-006-F https://api.warwickshire.gov.uk/documents/WCCC-1615347118-910 • General Arrangement Sheet 2: 9.2-A452-069-007-E https://api.warwickshire.gov.uk/documents/WCCC-1615347118-911 • Scheme Overview Plan 9.2-A452-069-009-B https://api.warwickshire.gov.uk/documents/WCCC-1615347118-912
Business Unit / Service Area	Transport Planning / Transport & Highways
Is this a new or existing service / policy / strategy / practice / plan? If existing, please state date of last assessment.	New scheme / project
EIA Authors N.B. It is best practice to have more than one person complete the EIA to bring different perspectives to the table.	Alison Kennedy/ Stephen Rumble

Do any other Business Units / Service Areas need to be included?	Transport Delivery
Does this EIA contain personal and / or sensitive information?	No
Are any of the outcomes from this assessment likely to result in complaints from existing services users, members of the public and / or employees?	If yes , please let your Assistant Director and the Customer Relations Team know as soon as possible

1. Please explain the background to your proposed activity and the reasons for it.

The proposal is to construct a new cycle route on the Kenilworth Road, Leamington Spa. This will provide a continuous and safe off-road cycle route alongside the A452 Kenilworth Road between Binswood Avenue and Northumberland Road and a new signed cycle route along Beauchamp Road and Binswood Avenue, between Leamington Spa town centre and Kenilworth Road.

The Kenilworth Road Cycle Route is one part of a proposed 5km walking, wheeling and cycling route alongside the A452 between Kenilworth and Leamington (K2L). This includes a new foot and cycle bridge across the River Avon near Chesford Grange. The Kenilworth Road Cycle Route is the first scheme within K2L Section 1: Leamington Spa town centre to Bericote roundabout.

The Kenilworth Road Cycle Route and K2L are also part of a wider programme to improve and extend the networks of walking, wheeling and cycling routes in and around Warwickshire's towns. The aim is to create a safe and attractive environment for walking, wheeling and cycling, so that they become the natural choices for shorter journeys and outdoor recreation in Warwickshire. Detailed proposals and scheme priorities are set out in the draft Warwickshire Local Cycling and Walking Infrastructure Plan.

Making it easier for people to walk, wheel and cycle for short local journeys will also help to tackle congestion, improve air quality, reduce carbon emissions, and support an increase in physical activity.

2. Please outline your proposed activity including a summary of the main actions.

The overall scheme, which was subject to local engagement in Autumn 2022 included the following proposed measures (south to north):

- New pedestrian and cyclist crossing refuge on Clarendon Avenue including extension of cycle lanes and removal of up to four parking spaces to provide a safe crossing point for pedestrians and cyclists between Beauchamp Road and the town centre, and to link with existing cycling facilities on Tavistock Street.
- Pavement extension and provision of cycle parking stands on Beauchamp Road to enable cyclists to park up and continue to Leamington town centre on foot.
- On-road advisory cycle route to be signed between Clarendon Avenue and Kenilworth Road, along Beauchamp Road and Binswood Avenue.
- 3.0m wide separate cycle track along the eastern side of Kenilworth Road between Binswood Avenue, and Cloister Crofts. The new cycle track would be created by reallocating road space from the carriageway and existing footway, removal of right turning lanes for Cloister Crofts and Woodcote Road, and removal of the refuge island near Cloister Crofts. The right turn lanes into Lillington Avenue will be retained. Pedestrians would retain a 2.0m wide footway in front of properties. The cycle track would commence just north of Binswood Avenue near the existing pedestrian and cycle crossing (Toucan crossing) and shared footway, and end just north of Cloister Crofts. There will be short sections of shared footway at bus stops, pedestrian crossings and side roads – see details below.
- Pavement widening and creation of short sections of shared use footway/ cycle track adjacent to bus stops, pedestrian crossings and side roads, to provide more space for crossover movements by pedestrians and bus passengers.
- Upgrade of existing signal-controlled pedestrian crossing (Puffin) to pedestrian and cycle crossing (Toucan) on the Lillington Avenue arm of the crossroads junction. This will involve changes to signal displays and a wider crossing space.
- Priority crossing for pedestrians and cyclists across Woodcote Road cul-de-sac. Motorists will be expected to give way to cyclists and pedestrians wishing to cross.

- Pavement widening and creation of shared use footway/ cycle track between Cloister Crofts and Gables House. The wider footway would be created by reallocating road space from the carriageway and removal of right turning lane and refuge island at Gables House. The right turn lane into Northumberland Road will be retained.
- Extension of double yellow lines. Parking restrictions will be extended to cover both sides of Kenilworth Road (between Binswood Avenue and Gables House, north of Northumberland Avenue) to manage traffic flows and to prevent parking on the existing pavements and the new cycle route.

3. Who is this going to impact and how?

Customers	Members of the Public	Employees	Job Applicants
People who visit Leamington	People who live in Leamington and Kenilworth	People who work in Leamington and Kenilworth	
Other, please specify:	Organisations and businesses based in Warwickshire or whose interests cover transport or recreation in Warwickshire		

Section Two: Evidence

Please include any evidence or relevant information that has influenced the decisions contained in this EIA. This could include demographic profiles; audits; research; health needs assessments; national guidance or legislative requirements and how this relates to the protected characteristic groups and additional groups outlined in Section Four.

A – Quantitative Evidence

This is evidence which is numerical and should include the number people who use the service and the number of people from the protected characteristic groups who might be affected by changes to the service.

From Census 2021

<https://data.warwickshire.gov.uk/population/reports/#/view-report/9925e741b4b449c090dd87016ce0eae9/E07000222/G2>

148,452 people live in Warwick District which includes Leamington Spa and Kenilworth
 50% are female, 50% male
 16% are aged 0-14, 65% are aged 15-64, 19% over 65
 84.3% are white, 15.7% are ethnic minorities
 65% have a religion (58% Christian, 4% Sikh, 1% Hindu, 1% Muslim, 1% other)

B – Qualitative Evidence
 This is data which describes the effect or impact of a change on a group of people, e.g. some information provided as part of performance reporting.

Walking and cycling are the most accessible of all modes of transport, both in terms of age of user and ability. Walking and cycling are also the most accessible forms of physical activity – providing health benefits (mental as well as physical) for all people with protected characteristics under the Public Sector Equality Duty.

Various sources of evidence demonstrate these benefits:

- Cycling for Everyone, Sustrans 2020 https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf
- Walking for Everyone, Sustrans and Living Streets 2022 https://www.sustrans.org.uk/media/10152/220322-inclusivewalking-a4report_v23_remediated.pdf
- Cycling and walking for individual and population health benefits, Public Health England 2018 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757756/Cycling_and_walking_for_individual_and_population_health_benefits.pdf

Section Three: Engagement

Engagement with individuals or organisations affected by the proposed activity must take place. For further advice and support with engagement and consultations, click [here](#).

Has the proposed	Stakeholder engagement took place in August, September and October 2022
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<p>activity been subject to engagement or consultation with those it's going to impact, considering their protected characteristics and socio-economic status? If YES, please state who with.</p>	<p>A full list can be provided on request but includes: Letters to 500 addresses: <ul style="list-style-type: none"> • Local residents and businesses adjacent to the route Emails to over 200 contacts: <ul style="list-style-type: none"> • Elected members (Warwickshire County Council, Warwick District, Kenilworth Town Council and Member of Parliament) • Parish Clerks (Kenilworth, Old Milverton and Blackdown, Stoneleigh and Ashow, Leek Wootton and Guy's Cliffe) • Cycle and environmental groups and cycle businesses • Local businesses and community organisations, and business organisations (Leamington BID and Coventry and Warwickshire Chamber of Commerce) • Emergency services and NHS trusts • Public transport operators and taxi representatives • Waste and recycling operators and freight organisations • Groups representing people with disabilities • Groups representing older people and young people • Other voluntary and community organisations including LGBT, maternity and faith groups • Officers at Warwick District Council and Warwickshire County Council </p>
<p>If NO engagement, please state why.</p>	<p>n/a</p>
<p>How was the engagement carried out?</p>	<p>Press release issued by Warwickshire County Council on 29th August 2022: 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</p> <p>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.</p>

	Approximately 200 emails were sent to local stakeholders on 26 th August. 500 letters were sent out to adjacent residents on 30 th August.	
Focus Groups	Yes	The scheme was mentioned in wider discussions about Active Travel at the Warwickshire Vision group (Leamington Spa) on 15 th August.
Surveys	Yes	Online survey on website: https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/6 Also available in paper form at Leamington Library and Shire Hall in Warwick throughout September, at Leamington Eco-Fest on Saturday 3 rd September and at the Royal Priors Shopping Centre on Monday 5 th September.
Public Event	Yes	Leamington Eco-Fest on Saturday 3 rd September Royal Priors Shopping Centre on Monday 5 th September. Two WCC officers attended these events to answer questions and provide more detailed information about the proposals
Displays / Exhibitions	Yes	Drawings were available to view at Leamington Library and Shire Hall in Warwick, as well as at Leamington Eco-Fest on Saturday 3 rd September and a drop-in event at the Royal Priors Shopping Centre on Monday 5 th September. Paper survey forms were available at these venues. The scheme was also mentioned in discussions at the Warwickshire Vision group (Leamington Spa) on 15 th August.
Other (please specify)	Yes	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 9 th September, erected at 3 locations along the route on 13 th September and published in the Leamington Spa Courier series on 15 th September 2022.
Has the proposed activity changed as a result of the engagement?	Yes	Results of engagement: <ul style="list-style-type: none"> • 177 responses to the survey questions (175 online and 2 paper) • 25 emails <p>The engagement demonstrated high levels of support for the project; however, some opposition was expressed and concerns with the design raised. This included objections to the inclusion of</p>

		sections of shared space facilities within the design from an organisation representing people with visual impairment. Engagement led to design review, further data collection and minor modifications to proposals.
Have the results of the engagement been fed back to the consultees?	Partially	Early feedback was discussed with local councillors A summary of engagement is included with the Portfolio Holder Report which will be shared with public in January 2022
Is further engagement or consultation recommended or planned?	Yes	Further consultation is planned as part of regulatory orders for double yellow lines and notices for road hump, changes to signal-controlled crossings and shared use footways/ cycle tracks.
What process have you got in place to review and evaluate?		Existing governance and design review processes include: <ul style="list-style-type: none"> • WCC Cycle Schemes Board and WCC Major Schemes Board (officers) • WCC Members Cycling Liaison Group and K2L Local Members' Panel • WCC officers' meetings including a cycle schemes monthly update • As required, Portfolio Holder reports to approve specific proposals Evaluation includes: <ul style="list-style-type: none"> • Before and after traffic and user surveys • Review of consultation responses

Section Four: Assessing the Impact

Protected Characteristics and other groups that experience greater inequalities

What will the impact of implementing this proposal be on people who share characteristics protected by the Equality Act 2010 or are likely to be affected by the proposed activity? This section also allows you to consider other impacts, e.g. health inequalities such as deprivation, socio-economic status, vulnerable groups such as individuals who suffer socio-economic disadvantage, armed forces, carers, homelessness, people leaving prison, young people leaving care etc.

On the basis of evidence, has the potential impact of the proposed activity been judged to be positive (+), neutral (=), negative (-), or positive and negative (+&-), for each of the protected characteristic groups below and in what way?

	What information do you have? What information do you still need to get?	Positive impacts	Negative impacts
Age	<p>Feedback was invited from local residents of all ages.</p> <p>Also to note – schools on or close to the route:</p> <ul style="list-style-type: none"> • Kingsley School, Beauchamp Avenue, 318 pupils, 3 to 18 • Arnold Lodge School, Kenilworth Road, 380 pupils, 4 to 18 • North Leam School, Sandy Lane, 1462 Pupils, 11 to 18 • Milverton Primary, Greatheed Road, 321 pupils, 4 to 11 	<p>For pedestrians, including very young and elderly, positive impacts include:</p> <ul style="list-style-type: none"> • Double yellow lines – will reduce parking on pavements • Footways widened in some sections near bus stops, crossing points and side roads – providing safer environment for pedestrians regardless of age and more spaces to pass/ wait • Priority crossing at Woodcote Road - providing safer environment for pedestrians regardless of age • Reduced crossing distances due to narrowed carriageway – making it easier and quicker to cross 	<p>For pedestrians, including very young and elderly, negative impacts include:</p> <ul style="list-style-type: none"> • Some footways will be reduced in width from 3.0m to 2.0m – limiting space for wheelchairs, pushchairs etc to pass • Some sections of the footway will be shared use with cyclists, including around bus stops – potential conflict • Pedestrian crossings will be shared with cyclists at Lillington Avenue (East side) and near Woodcote Road – potential conflict

	What information do you have? What information do you still need to get?	Positive impacts	Negative impacts
	<p>Care or retirement homes along the route:</p> <ul style="list-style-type: none"> • MHA Homewood, Woodcote Road, 50 residents • Albemarle Rest Home, Kenilworth Road, 24 residents • Audley Care Home, Binswood Avenue, 114 flats • Avon Court, Kenilworth Road, 28 flats 	<ul style="list-style-type: none"> • New cycle track between footway and carriageway - will create a buffer between pedestrians and traffic noise and fumes • Improved surfaces and tactile paving – will provide clear warning of hazards • Rationalisation of signs - to maximise footway space • New markings for bus bays and new kerbs - will help to highlight bus stops and provide safer access onto buses <p>For cyclists, including very young and elderly, positive impacts include:</p> <ul style="list-style-type: none"> • Segregated cycle track between Binswood Avenue and Cloister Crofts - providing dedicated space free from motor traffic, and separate space from pedestrians. Benefits for cycling to school including extension to existing cycle route to North Leam School • Cyclists will be permitted to use signal-controlled crossings at 	<ul style="list-style-type: none"> • Removal of refuge near Cloister Crofts – would reduce opportunities for safe crossing of road and access to nearby bus stops <p>Cyclists:</p> <ul style="list-style-type: none"> • Some sections of the cycle track will be shared use with pedestrians – potential conflict • Raised white line/ physical separation feature between footway and cycle track - could cause discomfort • Reduced carriageway width and removal of right turning lanes – may create pinch points/ conflicts for cyclists remaining on the road <p>Older drivers:</p> <ul style="list-style-type: none"> • New road layouts including removal of right turning lanes and priority crossing – could cause confusion

	What information do you have? What information do you still need to get?	Positive impacts	Negative impacts
		<p>Lillington Avenue (East side) and near Woodcote Road – avoiding conflict with motor traffic</p> <ul style="list-style-type: none"> • Provision of cycle parking at Beauchamp Road/ Clarendon Avenue • Reduced carriageway width - will discourage faster speeds and overtaking, making it safer for cyclists using the road <p>For residents of all ages</p> <ul style="list-style-type: none"> • New cycle route - has potential to convert car journeys to cycling and reduce traffic volume and vehicle noise / pollution 	
<p>Disability Consider</p> <ul style="list-style-type: none"> • Physical disabilities • Sensory impairments • Neurodiverse conditions (e.g., dyslexia) 	<p>Feedback was invited from local residents and representatives of disability groups.</p> <p>A meeting took place with Warwickshire Vision, Leamington group on 15 August 2022</p>	<p>See impacts listed above for age.</p> <p>In addition:</p> <ul style="list-style-type: none"> • Raised white line/ physical separation feature - will help to delineate footway and cycle track for blind and visually impaired people 	<p>See impacts listed above for age.</p> <p>In addition:</p> <ul style="list-style-type: none"> • Raised white line/ physical separation feature - may create discomfort for people with mobility impairments • New layouts - possible confusion for people with

	What information do you have? What information do you still need to get?	Positive impacts	Negative impacts
<ul style="list-style-type: none"> Mental health conditions (e.g., depression) Medical conditions (e.g., diabetes) 	A Disability Access Audit is attached at the end of this Equality Impact Assessment Form	<ul style="list-style-type: none"> Width of cycle track - will enable use by non-standard cycles and mobility scooters Segregation over a large proportion of the off-road route with tactile paving - alerts pedestrians to likely presence of cyclists and provides. Overcomes issues associated with cyclists using pavements illegally and unexpectedly <p>Please also see Access Audit</p>	<p>sensory impairments and neurodiverse conditions</p> <ul style="list-style-type: none"> Shared use areas – may cause greater difficulty for blind and visually impaired people, although mitigated by changed texture/ tactile paving and signage for cyclists <p>Please also see Access Audit</p>
Gender Reassignment	Feedback was invited from local residents and stakeholder groups	No specific impacts on this group at this time. This will be continually monitored and mitigating actions will be put in place if any negative impacts arise (for all without impacts).	No specific impacts on this group
Marriage and Civil Partnership	Feedback was invited from local residents and stakeholder groups	No specific impacts on this group	No specific impacts on this group
Pregnancy and Maternity	Feedback was invited from local residents and stakeholder groups	See impacts listed above for age. In addition: <ul style="list-style-type: none"> New cycle track between footway and carriageway will create a buffer between child pedestrians 	See impacts listed above for age. In addition: <ul style="list-style-type: none"> Narrowed footway will put pedestrians closer to private drives and reduce space available for parents walking

	What information do you have? What information do you still need to get?	Positive impacts	Negative impacts
		<p>and traffic hazards, noise and fumes</p> <ul style="list-style-type: none"> • Width of cycle track will enable use by non-standard cycles including cargo bikes, trailers and tag along bikes 	<p>with children or using prams / pushchairs.</p> <ul style="list-style-type: none"> • Raised white line/ physical separation feature may create discomfort for people with prams/ pushchairs
Race	Feedback was invited from local residents and stakeholder groups	No specific impacts on this group	No specific impacts on this group
Religion or Belief	<p>Feedback was invited from local residents and stakeholder groups</p> <p>There are no places of worship along the route, although Holy Trinity Church is located nearby on Beauchamp Avenue</p>	No specific impacts on this group	No specific impacts on this group
Sex	Feedback was invited from local residents and stakeholder groups	<p>See impacts listed above for age.</p> <p>In addition:</p> <ul style="list-style-type: none"> • Women are more likely to request segregated cycling facilities and less likely to cycle for everyday journeys. Segregated cycle track will help to support provision of safer cycling facilities for women 	See impacts listed above for age.

	What information do you have? What information do you still need to get?	Positive impacts	Negative impacts
		and less confident cyclists in Leamington	
Sexual Orientation	Feedback was invited from local residents and stakeholder groups	No specific impacts on this group	No specific impacts on this group

N.B In our Guidance to EIAs we have provided you with potential questions to ask yourself when considering the impact of your proposed activity. Think about what actions you might take to mitigate / remove the negative impacts and maximize on the positive ones. This will form part of your action plan at Section Six.

Public Sector Equality Duty (PSED)

Public Authorities must have 'due regard' to the need to eliminate unlawful discrimination, advance equality of opportunity and foster good relations. Please evidence how your proposed activity meets our obligations under the PSED.

	Evidence of Due Regard
<p>Eliminate unlawful discrimination (harassment, victimisation and other prohibited conduct):</p>	<p>The project can be expected to have a positive effect on equality of opportunity between those who share a protected characteristic and those who do not. It will do this by taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people. This will be achieved in the following ways:</p> <ol style="list-style-type: none"> 1. The initial project design takes account of the needs of people with certain protected characteristics. It was designed by Warwickshire County Council's Engineering Design Services team with regard to national regulations and design guidance for highway schemes. This includes the Design Manual for Roads and Bridges (DMRB), Traffic Signs Regulations and General Directions 2016 (TSRGD), Cycle
<p>Advance equality of opportunity:</p> <p>This involves</p> <ul style="list-style-type: none"> • removing or minimising disadvantages suffered by people due to their protected characteristics; • taking steps to meet the needs of people with certain protected characteristics where these 	

<p>are different from the needs of other people, for example, taking steps to take account of people with disabilities;</p> <ul style="list-style-type: none"> encouraging people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low. 	<p>Infrastructure Design: Local Transport Note (LTN 1/20) and Warwickshire Highway Construction Details.</p> <ol style="list-style-type: none"> Stakeholder engagement took place in August, September and October 2022. Comments were invited from local residents and stakeholder groups including representatives of people with a protected characteristic. Engagement provided opportunities for online, telephone and email comments as well as face-to-face meetings at accessible venues in Leamington town centre. Further consultation is planned as part of regulatory orders for double yellow lines and notices for road hump, changes to signal-controlled crossings and shared use footways/ cycle tracks. Comments will be invited from local residents and stakeholder groups including representatives of people with a protected characteristic Before, during and after construction, steps will be taken to encourage people with certain protected characteristics to participate and feedback on the scheme.
<p>Foster good relations:</p> <p>This means tackling prejudice and promoting understanding between people from different groups and communities.</p>	

Section Five: Partners / Stakeholders

Which sectors are likely to have an interest in or be affected by the proposed activity?	Yes / No	Describe the interest / affect
Businesses	Yes	Interest in transport network, parking, access and tourism. Effect on freight costs, staff access and wellbeing
Councils	Yes	Interest in policy and investment Effect on integration of strategies, investment programmes and development planning

Education Sector	Yes	Interest in transport network, parking, access, safety Effect on staff and student access and wellbeing
Fire and Rescue	Yes	Interest in transport network, parking, access, safety Effect on journey times, road safety outcomes, staff access and wellbeing
Governance Structures	No	n/a
NHS	Yes	Interest in transport network, parking, access, safety Effect on physical and mental health outcomes, road safety outcomes, staff and patient access and wellbeing
Police	Yes	Interest in transport network, parking, access, safety Effect on journey times, road safety outcomes, community safety outcomes, staff access and wellbeing
Voluntary and Community Sector	Yes	Interest in transport network, parking, access, safety, climate and environmental impacts Effect on physical and mental health outcomes, road safety outcomes, community safety outcomes, air quality and natural environment
Other(s): please list and describe the nature of the relationship / impact		Interest in land-use, transport network, parking Effect on investment programmes and development planning

Section Six: Action Planning

If you have identified impacts on protected characteristic groups in Section Four, please summarise these in the table below detailing the actions you are taking to mitigate or support this impact. It is also important to consider how often this E.I.A. will be reviewed, and who is responsible for doing this. If you are not taking any action to support or mitigate the impact, you should complete the No Mitigating Actions section below instead.

Mitigating Actions

Consider:

- Who else do you need to talk to? Do you need to engage or consult?
- How you will ensure your activity is clearly communicated

- Whether you could mitigate any negative impacts or build on positive impacts for protected groups or health inequalities
- Whether you could do more to fulfil the aims of the PSED
- How you will monitor and evaluate the effect of this work
- Anything else you can think of!

Identified Impact	Action(s)	Timescale incl. evaluation and review date	Name of person responsible
Some footways will be reduced in width from 3.0m to 2.0m – limiting space for wheelchairs, pushchairs etc to pass. Narrowed footway will put pedestrians closer to private drives	Maximise widths wherever possible Provide information to local residents and information signs during and after construction	Detailed design - December 2022 – January 2023 Scheme delivery – January – April 2023	WCC Engineering Design Services
Some sections of the footway will be shared use for pedestrians and cyclists – potential conflict	Maximise widths wherever possible Ensure clear signing and tactile paving installed for shared-use areas	Detailed design - December 2022 – January 2023	WCC Engineering Design Services
Pedestrian crossings will be shared with cyclists at Lillington Avenue (East side) and near Woodcote Road – potential conflict	Ensure clear signing and tactile paving installed for shared-use areas	Detailed design - December 2022 – January 2023	WCC Engineering Design Services
Removal of refuge near Cloister Crofts – would reduce opportunities for safe crossing of road and	Retain a refuge in this section but relocate closer to Northumberland Road, and provide dropped kerbs and tactile paving	Detailed design - December 2022 – January 2023	WCC Engineering Design Services

access to nearby bus stops			
Raised white line/ physical separation feature between footway and cycle track - could cause discomfort	Install to national standards	Detailed design - December 2022 – January 2023	WCC Engineering Design Services
Reduced carriageway width and removal of right turning lanes – may create pinch points/ conflicts for cyclists remaining on the road	Provide/ convert more crossing points for cycle use to avoid right turns from the carriageway. Provide wide cycle track and priority crossing on Cloister Crofts to make the cycle track an attractive and direct alternative to carriageway Monitor traffic speeds	Detailed design - December 2022 – January 2023 Post construction	WCC Engineering Design Services WCC Traffic Surveys team
New layouts - possible confusion	Provide information to local residents and information signs during and after construction	Scheme delivery – January – April 2023	WCC Engineering Design Services

No Mitigating Actions

Please explain why you do not need to take any action to mitigate or support the impact of your proposed activity.
n/a

Section Seven: Assessment Outcome

Only one of following statements best matches your assessment of this proposed activity. Please select one and provide your reasons.		
No major change required		n/a
The proposal has to be adjusted to reduce impact on protected characteristic groups and/or health inequalities		Overall, the scheme has a number of potential positive impacts. Some minor modifications/ mitigating actions have been made to the design following local engagement. This should help to reduce impact on protected characteristic groups and/or health inequalities. However, it is not possible to remove all the risk to protected characteristic groups and/or health inequalities
Continue with the proposal but it is not possible to remove all the risk to protected characteristic groups and/or health inequalities		
Stop the proposal as it is potentially in breach of equality legislation		n/a

Section Eight: Sign Off

N.B To be completed after the EIA is completed but before the area of work commences.

Name of person/s completing EIA	Alison Kennedy
Name and signature of Assistant Director	David Ayton-Hill (Assistant Director for Communities)
Date	3/1/23
Date of next review and name of person/s responsible	Review following construction of the scheme.

Once signed off, please ensure the EIA is uploaded using the following form. Please name it “EIA [project] [service area] [year]”: [Upload Completed Equality Impact Assessments](#)

These will be stored on a [Sharepoint library](#) which Warwickshire County Council colleagues can access.

It is the responsibility of the individuals and teams who completed the EIA to review it regularly and to carry out any required activities in line with the action plan made.

For advice or support, please contact equalities@warwickshire.gov.uk.

Disability Access Audit:

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

Based on drawings:

- General Arrangement Sheet 1: 9.2-A452-069-006-F <https://api.warwickshire.gov.uk/documents/WCCC-1615347118-910>
- General Arrangement Sheet 2: 9.2-A452-069-007-E <https://api.warwickshire.gov.uk/documents/WCCC-1615347118-911>
- Scheme Overview Plan 9.2-A452-069-009-B <https://api.warwickshire.gov.uk/documents/WCCC-1615347118-912>

Notes – to be considered:

- **Wheelchair**
- **Ambulant**
- **Dexterity**
- **Visual**
- **Auditory**
- **Comprehension**

Infrastructure	Current provision	Proposed scheme	Comments/ mitigating actions
Car parking - Proximity / designated spaces?	On-street parking at: <ul style="list-style-type: none"> • Clarendon Avenue and Beauchamp Road (south of Beauchamp Avenue) (8am-6pm 2 hours, pay and display) 	Replacement of 4 on-street parking spaces on Clarendon Avenue with double yellow lines/ mandatory cycle lane and introduction of double yellow lines on both sides of Kenilworth Road north of number 20	Blue badge holders may park on double yellow lines for up to three hours. Proposed scheme has no impact on the number or location of designated blue

Infrastructure	Current provision	Proposed scheme	Comments/ mitigating actions
	<ul style="list-style-type: none"> Beauchamp Road (north of Beauchamp Avenue), Binswood Avenue (west of Kenilworth Road) and Kenilworth Road (outside number 12 and north of number 20) (no charges) <p>There are no dedicated disabled parking spaces</p>		<p>badge parking spaces. Four car parking spaces removed on Beauchamp Road, but replaced with a larger number of cycle parking spaces which can be expected to facilitate trips to the town centre to be undertaken by cycle and reduce demand on parking spaces.</p>
<p>Pathways and Routes Width of paths – have the following been considered?</p> <p>2.0m: room for 2 wheelchairs, or two people, side by side. 1.5m: room for 1 wheelchair plus pedestrian alongside. 1.0m: room for 1 wheelchair with no room alongside.</p>	<p>Footways on both sides of Clarendon Avenue, Beauchamp Road, Binswood Avenue approx. 2.5m or wider.</p> <p>Footway on west side of Kenilworth Road (south of Northumberland Road) 2.5m-4.0m wide</p> <p>Footway on west side of Kenilworth Road (north of Northumberland Road) approx. 1.2m-1.4m wide</p> <p>Footway on east side of Kenilworth Road (south of</p>	<p>Footways on both sides of Clarendon Avenue, Beauchamp Road and Binswood Avenue remain approx. 2.5m or wider. A short section of Beauchamp Road footway (east side) on the corner with Clarendon Avenue will be widened (up to 5.0m) to accommodate cycle parking and shared use space between on-road cycle route on Beauchamp Road and new crossing refuge on Clarendon Avenue.</p> <p>Footway on west side of Kenilworth Road (south of</p>	<p>There is no change to footways on Binswood Avenue or the west side of Kenilworth Road.</p> <p>Beauchamp Road footway (east side) on the corner with Clarendon Avenue will be widened. The shared use area may have negative impacts on pedestrians, particularly young, elderly and visually impaired. However, widening will reduce crossing distances and provide more waiting space at the crossing points - which benefits those with wheelchairs, pushchairs, prams and users of</p>

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	<p>Northumberland Road) approx. 3.0m wide</p> <p>Footway on east side of Kenilworth Road (north of Northumberland Road) approx. 2.0m wide</p>	<p>Northumberland Road) 2.5m-4.0m wide</p> <p>Footway on west side of Kenilworth Road (north of Northumberland Road) approx. 1.2m-1.4m wide</p> <p>Footway on east side of Kenilworth Road (south of Northumberland Road) approx. 2.0m wide where segregated (with separate 3.0m cycle track) and 5.0m wide where combined with cycle track</p> <p>Footway on east side of Kenilworth Road (north of Northumberland Road) between 2.2m and 3.0m wide, shared footway/ cycle track</p>	<p>non-standard bicycles such as trikes and cargo-bikes.</p> <p>Footways on east side of Kenilworth Road (south of Northumberland Road) will be narrowed to no less than 2.0m, except in areas shared with cyclists where they will be widened to 5.0m. This includes spaces around bus stops, crossings and side roads.</p> <p>Narrowed footways will put pedestrians closer to private drives and reduce space available for parents walking with children or using prams / pushchairs. The narrow width may also be impacted by street furniture.</p> <p>The shared use areas may have negative impacts on pedestrians, particularly young, elderly and visually impaired. However, footway widening at</p>

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			<p>shared spaces will reduce crossing distances and provide more waiting space - which benefits those with wheelchairs, pushchairs, prams and users of non-standard bicycles such as trikes and cargo-bikes.</p> <p>Shared use sections of the Kenilworth Road cycle route will be created by widening of the existing footway to 3.0m, with busier sections on the southern part of the route up to 5.0m wide, including at bus stops.</p> <p>Based on surveys carried out in March 2022, numbers of pedestrians are expected to be low particularly north of Northumberland Road where there are few properties. However, the narrow width and shared use may create a more challenging environment for blind and visually impaired pedestrians. Signs could be</p>

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			<p>used to indicate pedestrian priority at pinch points.</p> <p>Signs, lines and tactile surfaces will be used throughout the scheme to inform all users that paths are shared use. Surveys also indicate there is currently some pavement cycling on Kenilworth Road. This will be mitigated by providing a separate cycle track on the east side of Kenilworth Road and wider footways for shared use sections.</p>
<p>Pathways and Routes Crossing provision and crossing distances</p>	<p>Clarendon Avenue (crossing distance = 12.0m) – no crossing provision (including no dropped kerbs or tactile paving)</p> <p>Beauchamp Avenue (8.5m) – zebra crossing west of Beauchamp Road and dropped kerbs with blister tactile paving on west of Beauchamp Avenue</p>	<p>Clarendon Avenue (9.5m) – new refuge with dropped kerbs and tactile paving. 2.0m deep and 3.2m wide</p> <p>Beauchamp Avenue (8.5m) – zebra crossing west of Beauchamp Road and dropped kerbs with blister tactile paving on west of Beauchamp Avenue</p>	<p>New crossing refuge at Clarendon Avenue will provide safer access for walking, wheeling and cycling.</p> <p>Reduction in carriageway width will help to reduce crossing distances at Clarendon Avenue, Cloister Crofts, and across Kenilworth Road at the Toucan near Binswood Avenue and Puffin crossing north of</p>

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	<p>Trinity Street (6.5m) – dropped kerbs (no tactile paving) on east side only</p> <p>Binswood Avenue, adjacent to Kenilworth Road (13.0m) – dropped kerbs with blister tactile paving</p> <p>A452 Kenilworth Road near Binswood Avenue (12.0m) – single stage stand-alone Toucan crossing with central refuge</p> <p>A452 Kenilworth Road/ A445 Lillington Avenue (10.0m-12.0m) – single stage Puffin crossings on all arms as part of traffic-signal controlled junction</p> <p>Woodcote Road (east) (11.0m) - dropped kerbs with blister tactile paving</p> <p>A452 Kenilworth Road north of Woodcote Road (10.0m) -</p>	<p>Trinity Street (6.5m) – dropped kerbs (no tactile paving) on east side only</p> <p>Binswood Avenue, adjacent to Kenilworth Road (13.0m) – dropped kerbs with blister tactile paving</p> <p>A452 Kenilworth Road near Binswood Avenue (10.0m) – single stage stand-alone Toucan crossing with no central refuge</p> <p>A452 Kenilworth Road/ A445 Lillington Avenue (10.0m-12.0m) – single stage Puffin crossings on three arms with Toucan crossing on eastern arm, as part of traffic-signal controlled junction</p> <p>Woodcote Road (east) (11.0m) - dropped kerbs with blister tactile paving</p> <p>A452 Kenilworth Road north of Woodcote Road (8.5m) - single</p>	<p>Woodcote Road. This will help those people with disabilities and conditions that impact on mobility.</p> <p>The removal of the central refuges on the A452 Kenilworth Road north of Cloister Crofts would negatively impact pedestrians and people with disabilities and conditions that impact on mobility - they would have to walk further to access a safe crossing point and reach nearby bus stops. This will be mitigated by a change in the design to provide a relocated refuge (8.5m wide) just south of Northumberland Road. The new refuge will include dropped kerbs and tactile paving and be 2.0m deep and 3.0m wide.</p> <p>Another modification is a priority crossing and road hump on Cloister Crofts – which will provide safer crossing point for</p>

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	<p>single stage stand-alone Puffin crossing with central refuge</p> <p>Cloister Crofts (12.0m) - dropped kerbs with blister tactile paving</p> <p>A452 Kenilworth Road north of Cloister Crofts (9.0m) – central refuge, no dropped kerbs or tactile paving. Approx. 1.0m deep and 2.0m wide</p> <p>A452 Kenilworth Road at change of speed limit to 40mph (~6.5m) - dropped kerbs with blister tactile paving</p>	<p>stage stand-alone Puffin crossing with central refuge</p> <p>Cloister Crofts (8.5m) - dropped kerbs with blister tactile paving</p> <p>A452 Kenilworth Road north of Cloister Crofts – removal of central refuge and existing crossing point.</p> <p>A452 Kenilworth Road at change of speed limit to 40mph (~6.5m) - dropped kerbs with blister tactile paving</p>	<p>all pedestrians and cyclists and help to slow down motor vehicles. Side road priority crossings are consistent with recent changes to the Highway Code.</p>
<p>Rest points and seating On busy routes, passing places are particularly important. Where appropriate these may also provide seating. Are benches provided at intervals no more than 50m apart?</p>	<p>There are benches in the public park (Christchurch Gardens) adjacent to Beauchamp Road.</p> <p>The next bench is 500m away at the bus stop outside 12 Kenilworth Road (east side, opposite Arnold Lodge School).</p>	<p>The benches will remain in place.</p>	<p>No change.</p>

Infrastructure	Current provision	Proposed scheme	Comments/ mitigating actions
	The next bench is 400m away at the bus stop outside 38 Kenilworth Road (east side, just south of Woodcote Road).		
Path materials – have the following been considered? Surfaces should be well constructed and should give firm, non-slip, level access.	All footways have a tarmac surface. There are signs of deterioration and some of the footways on Kenilworth Road are in poor condition.	All footways adjacent to cycle track on the east side of Kenilworth Road will be resurfaced to Warwickshire County Council footway standards.	The smoother surface on the east side of Kenilworth Road will benefit users of wheeled mobility aids.
Path materials Tactile surfaces and contrast coloured surfacing	Buff coloured blister paving is present at some dropped kerbs but not all. Red blister paving is present at all signal-controlled crossings. There is no corduroy paving used to indicate the shared footway/ cycle track at Binswood Avenue.	Tactile paving will be renewed as part of any footway reconstruction. Additional tactile surfacing will be used including: <ul style="list-style-type: none"> • Corduroy paving where a footway becomes shared use • Tramline/ ladder paving where there is segregated section of footway/ cycle track • Raised white line/ physical separation feature to delineate between footway and cycle track 	The additional shared spaces will be clearly defined by tactile paving to national design standards, to inform blind and visually impaired people when they are entering shared spaces or cycle tracks. However, some tactile surfaces and the raised white line/ physical separation feature may create discomfort for people with wheeled mobility aids.

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			Contrast coloured surfacing will be considered for the proposed road hump on Cloister Crofts.
Signs and street furniture	<p>Most signs and street furniture are at the back of the footway. Some car park signs are set in the middle of the footway (east side of Kenilworth Road).</p> <p>Shared use signs clearly indicate where there are shared use sections around Binswood Avenue and the Toucan crossing.</p>	Preliminary design drawings do not have sufficient detail to identify locations of new signs	<p>Detailed designs will need to minimise the impact of street furniture on the passage of pedestrians and cyclists. Signs could be used to indicate pedestrian priority if there are pinch points within shared areas.</p> <p>Direction signs and shared use/ segregated signs will need to clearly indicate which sections are available for cycling.</p>
Gradients, ramps and ramped access Any routes that include a gradient are potentially hazardous and exhausting to people with limited mobility.	There are no significant gradients	<p>Cross fall for the new cycle track will be towards carriageway and away from properties and all gradients will be to standards as set out in Manual for Streets</p> <p>Road hump is proposed at Woodcote Road</p>	Detailed design work has indicated that it may not be possible to provide a road hump on Woodcote Road within the adopted highway. However, the crossing distance will be reduced to provide easier crossing for pedestrians and cyclists.

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			An additional road hump is proposed at Cloister Crofts. This should provide a more even route for people with wheelchairs, mobility scooters, pushchairs and prams.
Lighting	There is street lighting on all roads	Street lighting will remain as present	No change

Name of person/s completing Access Audit	Alison Kennedy, Principal Transport Planner, Warwickshire County Council	22 nd December 2022
Date of next review and name of person/s responsible	Site visit by Warwickshire County Council officers and representatives of local disability groups	Post scheme construction

