

13/06/2023 – Further email to objection

I write with reference to my email of the 23<sup>rd</sup> February 2023.

Please could you confirm that this response satisfactorily addresses your objections to the scheme. We can also confirm that a controlled crossing across the southern arm of Queensway roundabout has now been agreed and this will form part of the final scheme.

Your confirmation in writing would be appreciated. If you do not respond within 2 weeks form receipt of this email, then we shall proceed on the basis that you do not wish to maintain your objection to the scheme.

We look forward to hearing from you. Please call should you wish to discuss in person.

Received Friday 17/02/2023

I would like to register my objection to the proposed 'Highway Improvement Scheme' at Europa Way on the following grounds:

- The notice states that the scheme will 'promote and incentivise walking and cycling'. What evidence do you have to back up that claim? Have walking and cycling audits been completed as part of the design process? What consideration has been made for walking distances and how these may be accessible to vulnerable users? Have you spoken to any user groups about what would make their experiences better? Have you considered what infrastructure could be delivered that would enable drivers to switch from their vehicles?
- No additional meaningful cycling provision has been included, with cyclists being required to share footways with pedestrians and navigate tight multi-stage crossings. It is an insult to call this a cycling scheme. With all the carriageway widening, why is there no proposed widening to any of the cycling routes, in particular the missing link between Europa Way and the retail park on Tachbrook Park Drive?
- Walking routes have been provided only where they fit into the junction signalisation plan and deviate significantly from desire lines. Multi-stage crossings prioritise car throughput over pedestrian convenience. Only two new signalised crossings are being provided
- A key pedestrian desire line has no crossings provided. This is across Europa Way from the new housing estate to the retail park. Efforts are ongoing to deliver a pedestrian link into the retail park and this is a missed opportunity to deliver a direct and attractive route that cuts hundreds of metres off the current walking route. I understand that Cllr Chilvers has already forwarded my sketch.
- Once this scheme is delivered, how do you intend to deal with the induced traffic here and elsewhere. At the moment, many people are put off driving to the retail park at peak times at the weekend because of the traffic. Once this scheme is delivered and this particular capacity constraint is removed, how will you deal with the knock-on impacts along Princes Drive, Old Warwick Road, Myton Road, etc. How many more millions of pounds must be spent before we accept that building more road capacity only leads to more traffic?
- With the increased physical space available for cars to queue in, what calculations have been carried out to measure the increased concentration of noise and air pollution? Undoubtedly the 'capacity' increase will be filled with vehicles sooner rather than later.

I appreciate that this scheme is tied up in the significant development of housing to the south of Leamington and was probably conceived in a different time of thinking. I am hopeful that a very different approach will be taken alongside the next round of Local Plan infrastructure.

It remains frustrating, however, that for now we must live with the fallout of an infrastructure upgrade programme that is simply a scaling up of the status quo. The scheme is a direct enabler of more people driving in and out of our town centre - something that parallel projects (Leamington Mini-Holland, Bath Street) are seeking to undo. Millions of pounds are being spent on competing objectives with no clear objective because of flawed transport modelling, ineffective planning policy and siloed thinking.

I hope that my comments can go some way to improving the proposed scheme even if it is too late to seek a fundamental change of direction. If not I hope that they give you the support you need to be bolder in future schemes - to seek truly transformational changes that deliver true walking and cycling improvements.

Received 14/06/23

For completeness, here's the amendments I was referring to. As an aside I note that all the plans presented by PBA didn't show a single pedestrian crossing. Hope that gets fixed before they get built out!

[W 20 1642-TECHNICAL NOTES - TRIGGER POINTS FOR HIGHWAY WORKS-1386248 \(002\).pdf](#)

[file:///C:/Users/DMal4/OneDrive%20-%20Warwickshire%20County%20Council/Desktop/W\\_20\\_1642-WCC\\_Highways-1414917.pdf](#)

Received 13/06/2023

I'm glad to hear the crossing of the southern arm has been added although I'm not sure this addresses my fundamental frustration that the council seems infinitely better at delivering highway capacity schemes than any form of sustainable or active travel project. You mentioned in your initial response that there needs to be a balance in investment, whilst citing examples like Bath Street. I'm not aware of any progress on the Bath St scheme. Certainly nothing has been put into the public domain.

There is no doubt in my mind that the works will act to encourage greater car dependency with some minor concessions to try and appease vulnerable road users.

In regard to the upgrades being necessary to deliver the housing, I understand WCC has significantly weakened its position with the developers by agreeing to have a watching brief on other upgrade projects that they would have presumably funded. You can do this because traffic is not a fixed demand. It responds to the infrastructure provided.

Whilst appreciating the limited scope of the consultation at this stage I'm not overly inclined to formally remove my objection. Presumably if I don't then it ends up with the portfolio holder for final decision. I think it's important that decision makers are aware of push back otherwise nothing is going to change.

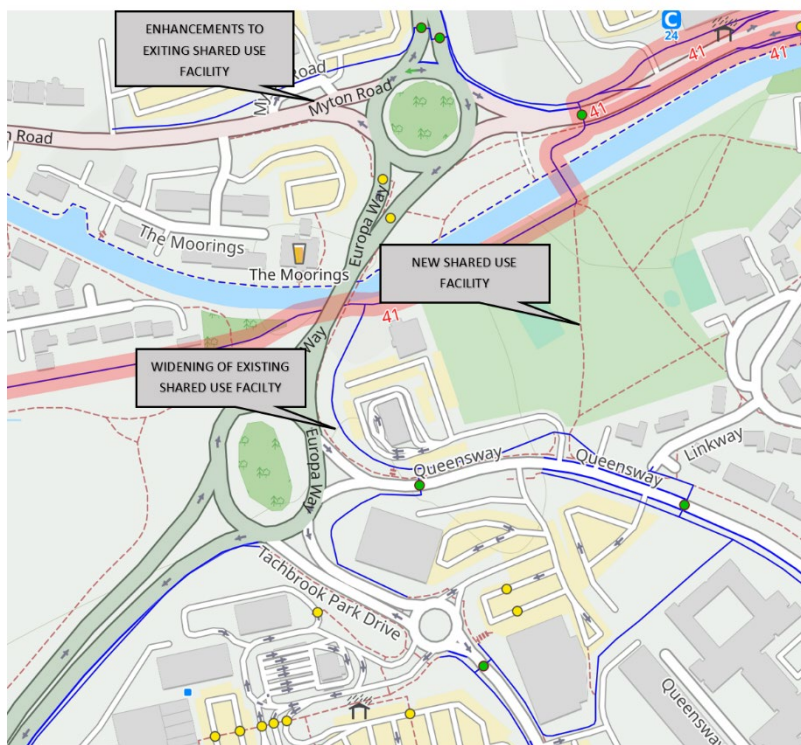
23/02/2023 - response to objection email dated 17/02/2023

Firstly, many thanks for taking the time to respond to the consultation and the detailed and considered approach you have taken. I shall attempt to address each of your points in turn.

Please note this consultation was specific to the signalisation of the two roundabouts and the introduction of pedestrian/cycle crossings on Tachbrook Park Drive and Myton Road only. Further, engagement is planned on the wider scheme which will provide more details on other elements and benefits the improvement works aim to deliver. Many of these we are still developing, but we're happy to share these with you now.

The improvement scheme builds on existing provision for cycling and walking which have been established through several stages of highways development along the Europa Way corridor by addressing areas where barriers to cycling and walking could be found. This includes the provision of Toucan crossings across Tachbrook Park Drive, and Myton Road which if utilised appropriately will improve safety for pedestrians and cyclists alike. We are also widening a short section of footway along the southern side of Tachbrook Park Drive to a footway/cycleway use facility.

What is not presently shown on this engagement plan, as these are still very much in the design and development stage, are the upgrade of the diagonal footpath across Fords Fields; the widening of the existing footway/cycleway facility which runs parallel to McDonalds restaurant; and finally improvements to the existing footway/cycleway on the northern side of Myton Road. I have illustrated these for clarity in the below image:



A Walking Cycling and Horse Riding Assessment (WCHAR) has been carried out and we have also technically reviewed the provisions for cyclists against the Department for Transport's guidance LTN 1/20 "Cycle Infrastructure", which we are broadly compliant with. A Road Safety Audit has also been carried out and we are in the process of responding to the issues and comments raised within this report.

With respect to your comment on walking distances and how these may be accessible to vulnerable road users, then to a point we are limited by land availability and site constraints. That said, I do not believe that following the implementation of the works proposed here that pedestrian routes to key amenities and facilities are unduly onerous or indirect. I'm aware Cllr Chilvers has requested officers to look into additional pedestrian provision off Europa Way and towards Leamington Shopping Park, and the viability and deliverability of this request is currently under consideration. In time we shall be consulting with wider users groups once the final plans for the scheme have been developed.

We are of the view that meaningful cycling links and provisions have been provided previously and as part of the proposals being promoted here and a consistent approach to the type of provision provided has been maintained. There are strong connected links that albeit are shared still provide a level of provision which meets the demands of all users. Footways have been integrated into the signalisation to allow for controlled pedestrian movements to be provided as part of the operational aspects of the signals to allow greater flexibility in allowing safer more frequent pedestrian movements whilst still allowing traffic to flow. We are of the view that, for the most part, suitable provision has been provided where practicable and viable to do so.

We are looking at the provision of an additional dedicated crossing across Europa Way south of Queensway roundabout. There are however existing design constraints and potential operational impacts at the roundabout which need to be understood and resolved before this can be agreed.

The scheme was formed from a strategic traffic model that can be adapted to predict the impacts that highway changes may have upon the network in future years in respect of queues and journey times and additionally how traffic might be displaced across the network as a result of such changes. The Authority is satisfied that the predicted changes in traffic behaviour offer the best options in terms of delivering housing growth and realising the potential for economic growth and job creation in the area.

Warwickshire County Council is very much committed to moving away from the car based system which has shaped our towns and infrastructure over recent years, towards schemes that encourage cycling and walking being considered as a viable alternative to single occupancy car journeys. Bath Street is a good indicator as to the direction of travel. As I'm sure you will appreciate we equally need to ensure that the movement and vitality and growth of our towns are equally not compromised and for this reason, a balanced and considered approach needs to be adopted.

One of the threats to poor air quality is slow or idling traffic over prolonged periods. The scheme seeks to mitigate this very risk. In terms of calculations, then this would have been addressed in the planning applications submitted for the developments to the west of Europa Way and suitable mitigation applied to reduce noise pollution for those most likely to be affected. The County Council is committed to improving air quality and fully recognise how Active Travel can play a key role in this, and the additional health and well-being benefits which also underpin those who do change their travel behaviours.

The consultation relates to the signalisation of the two roundabouts and provision of two controlled crossings. For our benefit please could you confirm that your objection relates to these facilities and associated infrastructure, and still remains following our response to your observations.

I trust this answers your concerns and provides clarity in other areas. Should you wish to discuss this matter further, then please do not hesitate in contacting me.