

Cycling Delivery Group
Report to Kenilworth Town Council
20th October 2022

The group met in early October to review progress on the existing schemes and to plan future priority activities.

Infrastructure updates:

A full list of the routes being explored by WCC is attached (thanks to Alison Kennedy at WCC). This shows progress in the feasibility stage of a number of schemes including traffic counts being completed during September.

The scheme at Clarke's Avenue is due to commence in November.

One scheme that was discussed at the group was the the Station Road/Warwick Road junction. There are potentially competing needs for this junction which would benefit from further exploration. Members of the group were concerned that closing this junction to cyclists could reduce connectivity across the town, particularly with the potential for further development on Station Road.

Progress on K2L continues to be glacial. A copy of our response to the consultation about stage one is attached.

Scheme/ location	Description	Status	Anticipated delivery timescale
Kenilworth to Leamington (K2L) Cycle Link Section 1a - A452 Kenilworth Road - Clarendon Avenue to North Leamington boundary.	On road cycle provision within Beauchamp Road and Binswood Avenue between Clarendon Avenue and Kenilworth Road. Off-carriageway segregated cycle track and shared use footway/cycle track on eastern side of A452 Kenilworth Road between Binswood Avenue junction and North Leamington boundary near to Northumberland Road Junction.	Consultation	Spring 2023
Kenilworth to Leamington (K2L) Cycle Link. Section 1b - A452 Kenilworth Road - Edge of Leamington Spa to Blackdown roundabout.	Off-carriageway shared use footway/cycle track on the eastern side of Kenilworth Road, with verge retaining structures North & South Blackdown Roundabout.	Design	2023/24
Kenilworth to Leamington (K2L) Cycle Link. Section 1c - A452 Kenilworth Road - Blackdown roundabout to Bericote roundabout.	Off carriageway shared use footway/cycle track on the eastern side of Kenilworth Road.	Design	2024/25
Kenilworth to Leamington (K2L) Cycle Link.	New pedestrian/cycle bridge crossing the River Avon and floodplains at Chesford.	Feasibility	Target 2025/26 (TBC)

Section 2 - River Avon and floodplain crossing, Chesford.			
Kenilworth to Leamington (K2L) Cycle Link. Section 3 - B4115 Ashow Road to Kenilworth.	Off-carriageway shared use footway/cycle track between B4115 Ashow Road Junction and Birches Lane via Thickthorn Roundabout.	Design	2024/25

Christmas Events

The Cycling Group are keen to participate in the Christmas market again this year and will be inviting the Pedal to Protect group to support as well to highlight the continued need for safe routes to the new school.

Proposed actions for support by Town Council

Given the continued slow progress on K2L it is proposed that Kenilworth Town Council should seek to engage other stakeholders (including Leamington Town Council, Warwick University and Warwick District Council) to request a meeting with WCC to jointly understand the reasons for the slow progress of the scheme and to convey the desire that it progresses faster.

That Kenilworth Town Council should approach WCC requesting clarity on progress with the cycle routes around the new school, in particular Glasshouse Lane and Leyes Lane. This should also include understanding how by working together we could unblock some of the current problems.

Kenilworth Active Travel Projects – update, Oct 2022

Feasibility studies

LCWIP ref.	Project	Proposal	Next steps
Existing route	Kenilworth Greenway (NCN52) junction with Park Road, Manor Road, School Lane and The Close	Crossing improvements	Analysis of traffic counts September 2022.
K14	Abbey Fields cycle route and crossings (NCN 52)	Wider shared-use paths across park and new/ upgraded crossings at Bridge Street and Borrowell Lane	Analysis of traffic counts September 2022. Discussions with WDC
K15	East-West route, Rawnsley Drive, Finham Road, Mill End	Cycle track along Rawnsley Drive between Lyes Lane and Finham Road. Signed on-road route on Finham Road and crossings on Mill End to link with Greenway	Analysis of traffic counts September 2022. Check land ownership
K16	Crewe Lane	Review of plans for road closure (Crewe Lane) with cycle and pedestrian access	Analysis of traffic counts September 2022.
K19	East-West Route (St Johns and Glasshouse Lane) St Johns Street/ Warwick Road zebra crossing	Cycle crossing adjacent to zebra crossing	Analysis of traffic counts September 2022. Review footway widths.
K19	East-West Route (St Johns and Glasshouse Lane)	Crossing at Windy Arbour/ Glasshouse Lane. Cycle track along Glasshouse Lane to connect into developer plans near Woodside Conference Centre	Analysis of traffic counts September 2022.
K19	Footpath between Farmer Ward Road and Windy Arbour	Upgrade and change status to permit cycling	tbc
K23	Station Road (access from Warwick Road)	Repositioning of barriers and safe cycle access	Discussions with Kenilworth Town Council
K23	Station Road (Bertie Road to Priory Road)	Cycle contraflow	Analysis of traffic counts September 2022. Review footway/ carriageway widths
K25	Warwick Road cycle route (between A452 and Wilkshire Road)	2.5m wide shared use footway/ cycle track – complemented by lighting and traffic calming scheme	Analysis of traffic counts September 2022. Minor Works Team to prepare detailed design and cost estimates for proposed traffic calming. Design to integrate with proposed off-road cycle track and street lighting design.
n/a	Knowle Hill (Dalehouse Lane to Crewe Lane)	Pedestrian improvements	If possible, undertake traffic counts October 2022. Site visit. Review of options including footways and crossing points near Dalehouse Lane/ Nature Reserve and Fairway Rise

Feasibility work to include:

- Traffic counts (including pedestrian/ cyclist crossing surveys where appropriate)
- Preliminary design plans/ engineering feasibility report
- Outline cost estimates
- Stage 1 Road Safety Audit

Programmed (funded) schemes

LCWIP ref.	Project	Proposal	Next steps	Funding
Programmed	Kenilworth School S278 works	Footway/ cycle track, crossings and speed limit reduction on Glasshouse Lane	tbc	S278 Kenilworth School
Programmed	Clarkes Avenue to Farmer Ward Road	Footbridge improvements and permissive cycle access	Construction November 2022. Invoice KTC for costs	WCC design, KTC delivery (CIL funding)
Programmed	K2L	Cycle track along A452	See WCC website	WCC Capital Investment Fund
K12	A429 Coventry Road/ Kenilworth Road, Crackley	Cycle track between Kenilworth Greenway and HS2 site	tbc	HS2 Road Safety Fund

For more information, please contact alisonkennedy@warwickshire.gov.uk

Kenilworth Town Council

Response to WCC Consultation on K2L

The Town Council welcomes attempts to improve infrastructure for cyclists within the district. Encouraging people to undertake journeys by bike rather than by car is essential to improving our air quality, creating high quality neighbourhoods and to tackling the challenge of climate change. We also welcome the reallocation of road space that the scheme proposes, from cars to people who ride, wheel or walk. This is an important step forward.

However, there are a number of flaws in the scheme as presented and we believe that it will have limited benefit to the people of Kenilworth and does nothing significant to improve connectivity between the two towns.

One specific concern is for people travelling north from Leamington to Kenilworth. The absence of a safe crossing point where the route ends at The Gables, means that in reality most cyclists travelling north will remain on the carriageway. This has the added complication of opening them up to potential abuse from road users who believe they should be using the cycle lane, when in reality it is more dangerous to do so.

Of more importance however is the limited impact and benefit that the scheme will have.

The scheme lies purely within the confines of Leamington itself. It runs alongside a stretch of road which is currently 30 miles an hour, the slowest speed of the route between the two towns. This means that people on bikes who are commuting from Kenilworth to Leamington will already have negotiated the most dangerous and off-putting part of the journey - the stretch between Thickthorn Island and The Gables, prior to reaching this facility.

It is therefore our belief that whilst we welcome this investment it will do nothing to increase the number of people choosing to ride their bikes from Kenilworth to Leamington, and vice versa. It will simply improve the infrastructure for cyclists within Leamington itself.

It is imperative that the County Council proceeds at pace with the remainder of the K2L link. Funding for this scheme was agreed almost three years ago and as yet no visible progress has been made. This is on top of the near 30 years throughout which members of the community have campaigned for this much needed safe link between Kenilworth and Leamington Spa. If the County Council is serious about tackling climate change and enabling genuine modal shift it is imperative that the entire K2L scheme is progressed immediately without further delay.