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WARWICKSHIRE COUNTY COUNCIL

CYCLE TRACKS ACT 1984

THE WARWICKSHIRE COUNTY COUNCIL
(FOOTPATH ADJACENT TO HARBURY LANE, WARWICK)
CYCLE TRACK ORDER 2024

Warwickshire County Council, in exercise of its powers under section 3 of the Cycle Tracks Act 1984 and pursuant to the Cycle Track Regulations 1984, and of all other enabling powers, hereby make the following Order:-

1. In this Order

"Cycle Track" shall have the same meaning as defined in the Highways Act 1980; and

"the Plan" shall mean the drawing annexed hereto and numbered 9.2-C43--017-014 Rev. A

2. The length of footpath which is described in the Schedule to this Order, and which is shown coloured orange on the Plan, is hereby designated as a Cycle Track which for the purposes of the Highways Act 1980 is a highway maintainable at the public expense and over which the public have a right of way on pedal cycles (other than pedal cycles which are motor vehicles) and a right of way on foot.

3. This Order may be cited as "The Warwickshire County Council (Footpath Adjacent to Harbury Lane, Warwick) Cycle Track Order 2024" and shall come into operation on the date on which notice that it has been confirmed is first published in accordance with Regulation 10 of the Cycle Tracks Regulations 1984.

SCHEDULE

That section of unnamed footpath which is coloured orange on the Plan (which extends from point A as shown on the Plan at its junction with Earl Rivers Avenue, generally southwards and then south-eastwards to point B as shown on the Plan near to its junction with Tachbrook Road) having a width of approximately 3 metres.

GIVEN under the Seal of the Warwickshire County Council the Twenty-Eighth day November Two thousand and twenty-four

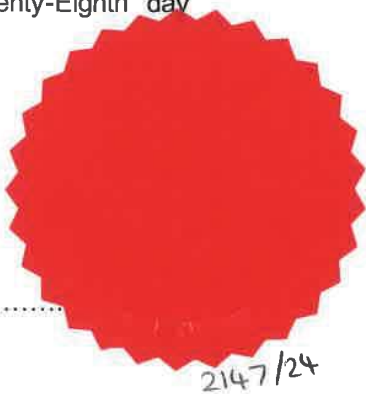
The COMMON SEAL of
Warwickshire County Council
was hereto affixed in the
presence of:-)
)
)
)

Authorised Officer

P. Endall

Print Name

P. ENDALL

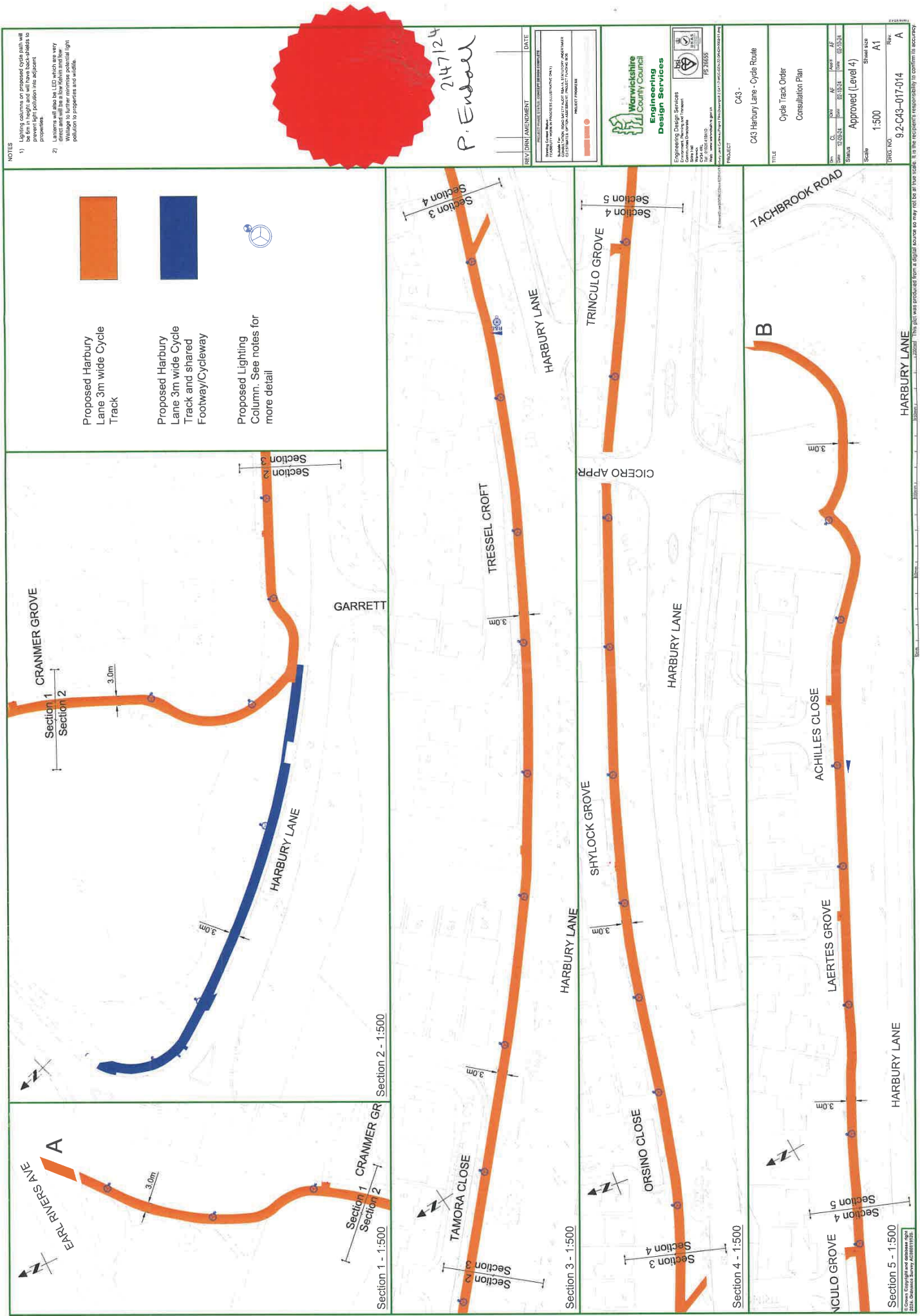


DATED 28TH NOVEMBER 2024

WARWICKSHIRE COUNTY COUNCIL

CYCLE TRACKS ACT 1984

THE WARWICKSHIRE COUNTY COUNCIL
(FOOTPATH ADJACENT TO
HARBURY LANE, WARWICK)
CYCLE TRACK ORDER 2024



WARWICKSHIRE COUNTY COUNCIL**CYCLE TRACKS ACT 1984****CONVERSION OF A FOOTPATH TO A CYCLE TRACK****THE WARWICKSHIRE COUNTY COUNCIL
(FOOTPATH ADJACENT TO HARBURY LANE, WARWICK)
CYCLE TRACK ORDER 2024**

Warwickshire County Council hereby gives notice that it has made (but not yet confirmed) an Order under section 3 of the Cycle Tracks Act 1984, the effect of which will be to convert a footpath, as described in the Schedule below, into a shared use cycle track with a right of way for pedal cycles and on foot.

The Order requires confirmation and shall not come into operation until the date on which a further notice is published indicating that the Order has been confirmed in accordance with Regulation 10 of the Cycle Tracks Regulations 1984.

A copy of the unconfirmed Order and associated plan are available to view, free of charge, online at <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8> and at the Main Reception, Shire Hall, Market Place, Warwick.

Any enquiries relating to the Order may be made to Alison Kennedy, Principal Transport Planner, Warwickshire County Council (email: alisonkennedy@warwickshire.gov.uk).

Any objections or representations to the proposed confirmation of the Order, which must be in writing and specify the grounds on which they are made, should be addressed to Alison Kennedy, Principal Transport Planner, Warwickshire County Council, Communities Directorate, Shire Hall Post Room, Northgate Street, Warwick, CV34 4RL or sent by email to alisonkennedy@warwickshire.gov.uk. Objections, representations, and the name of the objector or person making a representation, will normally be treated as public information and may be published. For further information on how Warwickshire County Council processes personal data please refer to the Customer Privacy Notice which is available at <https://www.warwickshire.gov.uk/privacy>. Objections and representations must be sent so as to be received by 10 January 2025.

SCHEDULE

That section of unnamed footpath which is coloured orange on the Plan (which extends from point A as shown on the Plan at its junction with Earl Rivers Avenue, generally southwards and then south-eastwards to point B as shown on the Plan near to its junction with Tachbrook Road) having a width of approximately 3 metres.

S Duxbury
Director of Strategy, Planning & Governance

Shire Hall, Warwick
5 December 2024

WARWICKSHIRE COUNTY COUNCIL**CYCLE TRACKS ACT 1984****HARBURY LANE, WARWICK****1. STATEMENT OF REASONS**

- 1.1 Warwickshire County Council is proposing to upgrade a footpath (tarmac surface, widen to 3.0m and introduce street lighting at regular intervals) for approximately one kilometre, alongside Harbury Lane between Tachbrook Road and Garrett Drive, and to convert the upgraded footpath to a shared use footpath/ cycle track for use by pedestrians and cyclists in accordance with appropriate signage and markings.
- 1.2 The purpose of the improvements is to:
- Provide an all-weather route that can be used throughout the year and at all times of the day. The current path is narrow, poorly surfaced and unlit, and particularly difficult to use in the winter and during wet weather conditions.
 - Provide a route that is sufficiently wide to enable use by both pedestrians and cyclists including families and people with disabilities.
 - Provide a durable route that caters for the growing demand in this area due to the rapid growth in new homes on both sides of Harbury Lane
 - Create safer connections along Harbury Lane to link between housing and the new schools – Heathcote Primary School (Garrett Drive) and Oakley School (Oakley Wood Road)
 - Promote walking and cycling and thereby support County Council policies on sustainable transport, health and wellbeing, net zero and climate change
- 1.3 The footpath modifications are detailed on the attached drawing 9.2-C43--017-014 Rev. A

THE WARWICKSHIRE COUNTY COUNCIL (FOOTPATH ADJACENT TO HARBURY LANE, WARWICK) CYCLE TRACK ORDER 2024

Summary of correspondence relating to the Cycle Track Order

Between Warwickshire County Council and Mr Joynal Chowdhury, 9 Achilles Close

Item ref.	Date	Communication	From
1	7 October 2024	Hand delivered letter to residents adjacent to footpath (Regulation 3 of the Cycle Track Order)	Alison Kennedy Warwickshire County Council to residents
2	30 October 2024	Voicemail	Mr Chowdhury to Alison Kennedy
3	30 October 2024	Telephone call	Alison Kennedy to Mr Chowdhury
4	31 October 2024	Telephone call	Alison Kennedy to Mr Chowdhury
5	7 November 2024	Telephone call	Alison Kennedy to Mr Chowdhury
6	3 December 2024	Hand delivered letter to residents adjacent to footpath (Regulation 4 of the Cycle Track Order)	Alison Kennedy Warwickshire County Council
7	10 January 2025	Email	Mr Chowdhury
8	27 January 2025	Email	Alison Kennedy Warwickshire County Council
9	13 February 2025	Email	Alison Kennedy Warwickshire County Council

Our ref: Harbury Lane CTO Reg3

7 October 2024



**Transport Strategy & Road Safety
Transport Planning Unit**
Shire Hall
Warwick
CV34 4SX
Tel: 01926 413950

alisonkennedy@warwickshire.gov.uk
www.warwickshire.gov.uk

Dear Sir/ Madam

**CYCLE TRACKS ACT 1984
HARBURY LANE, WARWICK - PROPOSED CYCLE TRACKS ORDER**

Warwickshire County Council is considering making a Cycle Tracks Order pursuant to the Cycle Tracks Act 1984, the effect of which would be to convert a footpath into a 3 metre wide shared use cycle track with a right of way for pedal cycles and on foot.

A drawing showing the length of footpath proposed to be converted coloured orange is included overleaf and available online at <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8>. A statement setting out the Council's reasons for proposing this scheme is included below.

If you wish to make any comments or representations relating to this proposal, please send these via email to alisonkennedy@warwickshire.gov.uk by no later than 4 November 2024.

Reasons:

The County Council is considering making a Cycle Tracks Order pursuant to the Cycle Tracks Act 1984, the effect of which would be to create a 3m wide route as shown coloured orange in the attached drawing numbered 9.2-C43-017-014, converting the existing footpath into a shared use cycle track for use by people walking, wheeling and cycling. The County Council is required, pursuant to the Cycle Tracks Regulations Act 1984, to consult with organisations representing persons who use the footpath, District and Parish Councils, statutory undertakers whose operational land is crossed by the route and the chief officer of Police prior to making a Cycle Tracks Order.

Improvement works are underway to upgrade and widen the surface of the footpath and provide lighting, to provide all-weather and all-year round connections between homes, schools and local amenities. Lighting columns will be six metres in height and include back-shields to prevent light pollution into adjacent properties. LED lanterns with low Kelvin and low Wattage will be directed onto the footpath to minimise impact to properties and wildlife.

*Working for
Warwickshire*

Local community engagement in Autumn 2023 demonstrated support for path improvements and provision of cycling connections along Harbury Lane. Further details are available online: <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8>

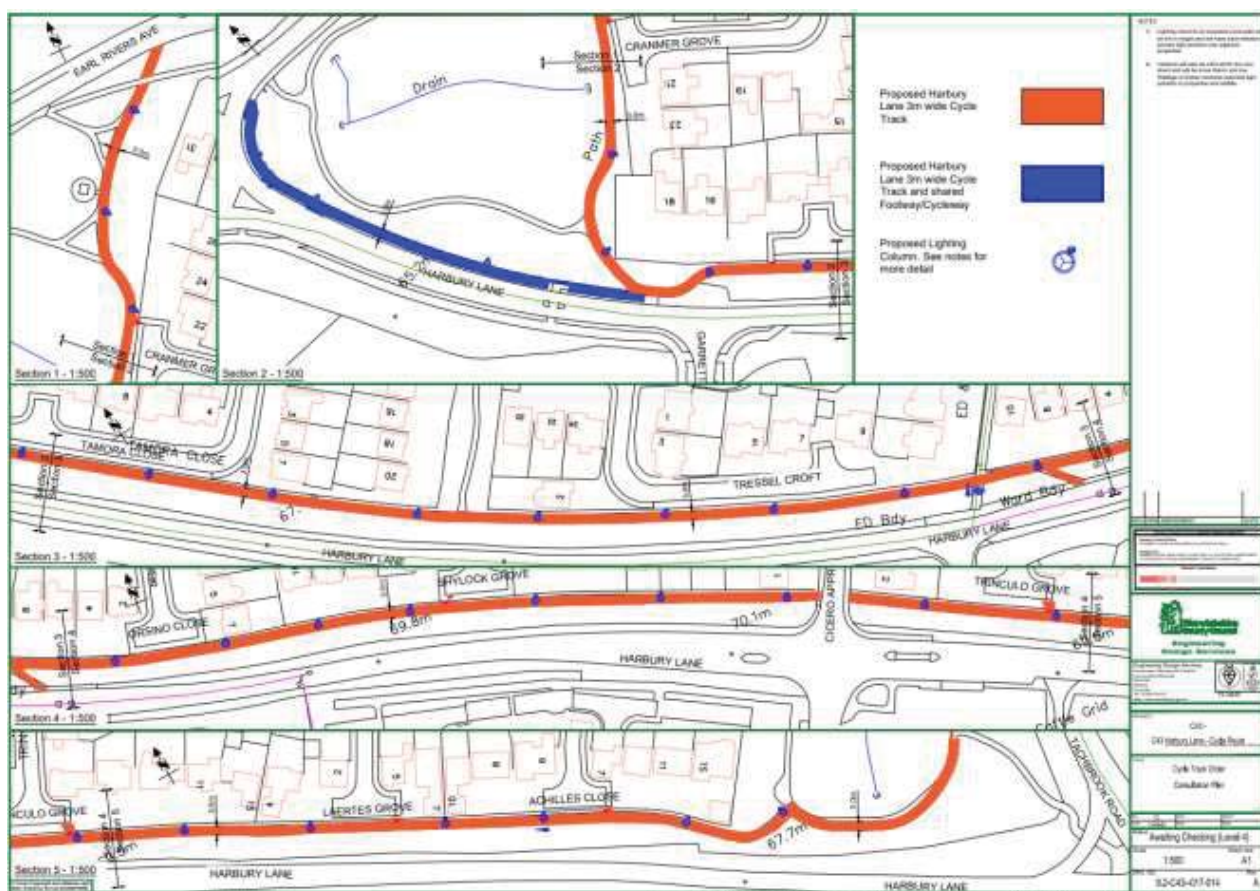
If you need any further information, please do not hesitate to contact me.

Yours faithfully

Alison Kennedy

Principal Transport Planner
Transport Strategy and Road Safety Group

cc. Councillor Jan Matecki and Councillor Parminder Singh Birdi



Item ref.	Date	Communication	From
2	30 October 2024	Voicemail	Mr Chowdhury to Alison Kennedy
3	30 October 2024	Telephone call	Alison Kennedy to Mr Chowdhury
4	31 October 2024	Telephone call	Alison Kennedy to Mr Chowdhury
5	7 November 2024	Telephone call	Alison Kennedy to Mr Chowdhury

2. 30/10/24 (12:58) Voicemail

- Mr Chowdhury requested a call back from Alison Kennedy

3. 30/10/24 (13:30) Telephone conversation between Alison Kennedy and Mr Chowdhury

- Mr Chowdhury explained that he had lived on Achilles Close for 25 years.
- He had spoken with a Warwickshire County Council officer on site about the path works in recent weeks and complained about the contractors leaving plastic in bushes
- He raised concerns about the cutting out of fences onto the path and stated that he was very upset and distressed by the proposal for access between Achilles Close and the path
- He disputed that he had received any letters or seen notices about the scheme previously. Alison said that letters had gone out but that she would check the address list
- He said that he would seek legal advice and an injunction, and mentioned compensation
- He asked that works on the access should be paused
- He asked if he could record future phone calls. Alison responded that this should be OK

4. 31/10/24 Telephone call from Alison Kennedy to Mr Chowdhury

- Alison informed Mr Chowdhury that work had been paused pending a further review and discussion of the position of the access point

5. 7/11/24 (16:45) Telephone conversation between Alison Kennedy and Mr Chowdhury

- Alison informed Mr Chowdhury that the new access point had been reviewed and that it was still being progressed with works planned in the new year
- She told Mr Chowdhury that letters had been sent to all residents as part of the previous engagement on the scheme in Autumn 2023, and notices posted along the path towards Heathcote local centre. These letters and notices included an invitation to find out more at in-person events and online, where plans were available showing the proposed access points. Mr Chowdhury disagreed with this
- He stated that he would be taking up a legal challenge with his neighbours against the access between Achilles Close and the path.
- Alison suggested that Mr Chowdhury could also contact his local councillor.

Our ref: Harbury Lane CTO Reg4

3 December 2024



**Transport Strategy & Road Safety
Transport Planning Unit**
Shire Hall
Warwick
CV34 4SX
Tel: 01926 413950

alisonkennedy@warwickshire.gov.uk
www.warwickshire.gov.uk

Dear Sir/ Madam

**THE WARWICKSHIRE COUNTY COUNCIL (FOOTPATH ADJACENT TO HARBURY
LANE, WARWICK) CYCLE TRACK ORDER 2024**

I write to advise you that Warwickshire County Council made the above named Cycle Track Order on 28 November 2024, the effect of which (if the Order is confirmed) would be to convert a footpath into a shared use cycle track with a right of way for pedal cycles and on foot. Please find enclosed a copy of the public notice, together with a copy of the Cycle Track Order Plan. Information is also available online:

<https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8>

If you wish to make a representation or objection to the proposed confirmation of the Cycle Track Order, please write to Alison Kennedy, Principal Transport Planner, Warwickshire County Council, Communities Directorate, Shire Hall Post Room, Northgate Street, Warwick, CV34 4RL or email alisonkennedy@warwickshire.gov.uk. Objections, representations, and the name of the objector or person making a representation, will normally be treated as public information and may be published. For further information on how Warwickshire County Council processes personal data please refer to the Customer Privacy Notice which is available at <https://www.warwickshire.gov.uk/privacy>.

Objections and representations must be sent so as to be received by 10 January 2025.

Works started in August 2024 to upgrade the surface of the footpath and widen (to a maximum of 3.0 metres). These works are expected to be substantially completed by the end of 2024. Lighting and new access points onto the paths are proposed for 2025, together with tidying up and planting. For enquiries about these works, the Cycle Track Order or requests for information in other formats, please contact Alison Kennedy on 01926 413950 or alisonkennedy@warwickshire.gov.uk.

Yours faithfully

A handwritten signature in blue ink that reads "Alison Kennedy".

Principal Transport Planner
Transport Strategy and Road Safety Group

cc. Councillor Jan Matecki and Councillor Parminder Singh Birdi

A handwritten signature in green ink that reads "Working for Warwickshire".

CYCLE TRACK ORDER - NOTICE

WARWICKSHIRE COUNTY COUNCIL

CYCLE TRACKS ACT 1984

CONVERSION OF A FOOTPATH TO A CYCLE TRACK

THE WARWICKSHIRE COUNTY COUNCIL
(FOOTPATH ADJACENT TO HARBURY LANE, WARWICK)
CYCLE TRACK ORDER 2024

Warwickshire County Council hereby gives notice that it has made (but not yet confirmed) an Order under section 3 of the Cycle Tracks Act 1984, the effect of which will be to convert a footpath, as described in the Schedule below, into a shared use cycle track with a right of way for pedal cycles and on foot.

The Order requires confirmation and shall not come into operation until the date on which a further notice is published indicating that the Order has been confirmed in accordance with Regulation 10 of the Cycle Tracks Regulations 1984.

A copy of the unconfirmed Order and associated plan are available to view, free of charge, online at <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8> and at the Main Reception, Shire Hall, Market Place, Warwick.

Any enquiries relating to the Order may be made to Alison Kennedy, Principal Transport Planner, Warwickshire County Council (email: alisonkennedy@warwickshire.gov.uk).

Any objections or representations to the proposed confirmation of the Order, which must be in writing and specify the grounds on which they are made, should be addressed to Alison Kennedy, Principal Transport Planner, Warwickshire County Council, Communities Directorate, Shire Hall Post Room, Northgate Street, Warwick, CV34 4RL or sent by email to alisonkennedy@warwickshire.gov.uk. Objections, representations, and the name of the objector or person making a representation, will normally be treated as public information and may be published. For further information on how Warwickshire County Council processes personal data please refer to the Customer Privacy Notice which is available at <https://www.warwickshire.gov.uk/privacy>. Objections and representations must be sent so as to be received by 10 January 2025.

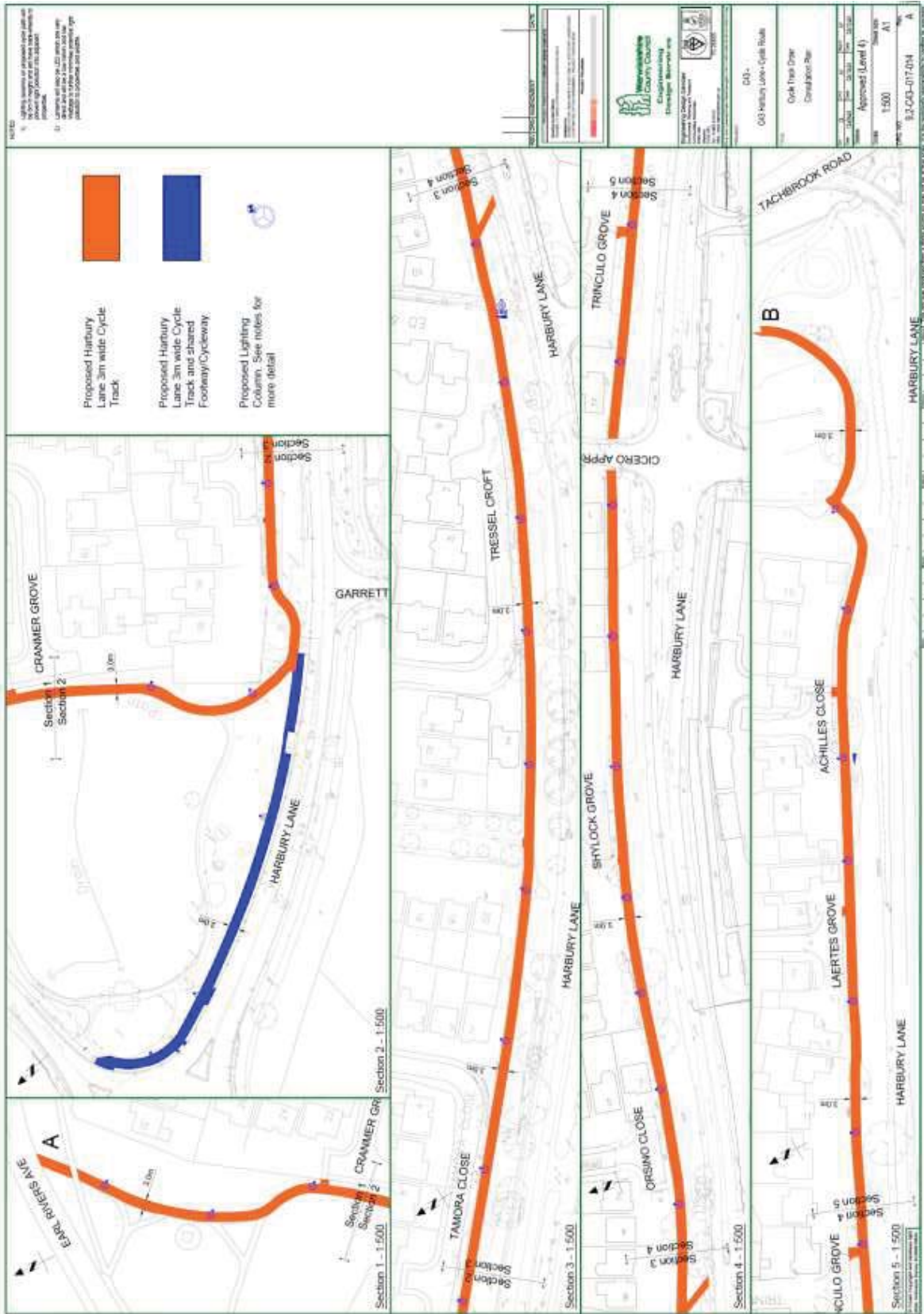
SCHEDULE

That section of unnamed footpath which is coloured orange on the Plan (which extends from point A as shown on the Plan at its junction with Earl Rivers Avenue, generally southwards and then south-eastwards to point B as shown on the Plan near to its junction with Tachbrook Road) having a width of approximately 3 metres.

S Duxbury
Director of Strategy, Planning & Governance

Shire Hall, Warwick
5 December 2024

CYCLE TRACK ORDER - PLAN



Item ref.	Date	Communication	From
7	10 January 2025	Email	Mr Chowdhury

From: Joshua Chowdhury
Sent: 10 January 2025 14:36
To: Alison Kennedy
Subject: Re: Objection to Proposed Access Point Adjacent to Harbury Lane, Warwick (Cycle Track Order 2024)

9th January 2025

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council
Shire Hall Post Room
Northgate Street
Warwick, CV34 4RL

Dear Ms Kennedy,

Re: Objection to Proposed Access Point Adjacent to Harbury Lane, Warwick (Cycle Track Order 2024)

I am writing to formally object to the proposed access point in front of my property under the above-mentioned Cycle Track Order. As a long-standing resident of this area for 25 years, I have grave concerns regarding the necessity and implications of this development.

Firstly, I must highlight the failure to adequately notify local residents, including myself and my neighbours. Despite your claim that planning notices were distributed and displayed around the estate, no such notices were received by me or my immediate neighbours. After consulting several nearby residents, it became apparent that they, too, were unaware of this proposal. This lack of consultation has undermined trust in the process and denied us the opportunity to properly engage with these plans at an earlier stage.

In addition to procedural concerns, there are significant practical, security, and financial objections to the proposed access point:

1.
Private Driveway Status: My driveway has always been considered private and has never been adopted or maintained by the council. Over the years, I have invested considerable time and resources in maintaining the bushes and plants adjacent to this area, which have served as a crucial barrier for privacy and security.
2.
Security Risks: Creating an open access point directly in front of my home will increase vulnerability to trespassing and potential criminal activity. In the past, this private driveway and surrounding vegetation have acted as a deterrent, safeguarding my home and those of my neighbours.
3.
Property Depreciation: Conveyancers advise that removing the private drive status and creating a communal access point can lead to property value depreciation. The private drive has always been a

key feature for local residents, offering exclusivity and enhanced security. Depreciation of property values would be an unwarranted consequence of this development, negatively affecting the immediate residents, including myself. This potential financial loss adds to the overall detriment caused by the proposal.

4.

Lack of Necessity: The existing pathway already provides connectivity to Achilles Close and Tachbrook Road. An additional access point at this location serves no tangible purpose and will not improve accessibility for pedestrians or cyclists. Instead, it risks becoming an unnecessary intrusion into the privacy of nearby residents.

5.

Community Concerns: My neighbours in Achilles Close share my objections, expressing dismay at the lack of consultation and the potential negative impact on our community. This proposed access point provides no evident benefit to immediate or surrounding residents.

Finally, I must stress the emotional toll that this situation has caused. Learning of this development purely by chance and being told initially that “there is nothing I can do” has been deeply distressing. The thought of losing the privacy, security, and value I have worked so hard to maintain for over two decades is inexplicably upsetting.

In conclusion, I strongly urge Warwickshire County Council to reconsider this proposed access point. It is unnecessary, unwanted, and poses undue risks to the security, financial well-being, and quality of life of the local community. I am confident that there are alternative solutions that can achieve the council’s aims without compromising the interests of residents like myself.

I would appreciate a written response confirming receipt of this objection and detailing how my concerns will be addressed moving forward.

Yours sincerely,

Joynal Chowdhury
9 Achilles Close
Warwick

Item ref.	Date	Communication	From
8	27 January 2025	Email	Alison Kennedy Warwickshire County Council

From:
Sent:
To:
Subject:

Alison Kennedy
27 January 2025 13:09
Joshua Chowdhury
Harbury Lane Cycle Track Order - meeting on Tuesday 4 February 2025

Hello

Thank you for your email of 10 January 2025 and comments on the Cycle Track Order for Harbury Lane and proposals for access at Achilles Close.

In order to discuss your concerns in more detail and to review the Cycle Track Order process, I have organised a drop-in session with officers and councillors from Warwickshire County Council on Tuesday 4 February in the function room at Heathcote Community Centre, Cressida Close, Warwick, CV34 6DZ. This is an informal drop-in session and so you are welcome to come along at any time between 4.30pm and 6.30pm.

If you are unable to attend or would like further information ahead of the meeting, please let me know.

Alison

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

Tel 01926 413950
Email alisonkennedy@warwickshire.gov.uk
Web www.warwickshire.gov.uk
X @WCCSafe_Active
Facebook @WCCSafeActiveTravel
My usual working hours are 9am to 5pm, Monday to Thursday

From: Joshua Chowdhury
Sent: Friday, January 10, 2025 2:36 PM
To: Alison Kennedy <alisonkennedy@warwickshire.gov.uk>
Subject: Re: Objection to Proposed Access Point Adjacent to Harbury Lane, Warwick (Cycle Track Order 2024)

9th January 2025

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council
Shire Hall Post Room
Northgate Street
Warwick, CV34 4RL

Dear Ms Kennedy,

Re: Objection to Proposed Access Point Adjacent to Harbury Lane, Warwick (Cycle Track Order 2024)

I am writing to formally object to the proposed access point in front of my property under the above-mentioned Cycle Track Order. As a long-standing resident of this area for 25 years, I have grave concerns regarding the necessity and implications of this development.

Firstly, I must highlight the failure to adequately notify local residents, including myself and my neighbours. Despite your claim that planning notices were distributed and displayed around the estate, no such notices were received by me or my immediate neighbours. After consulting several nearby residents, it became apparent that they, too, were unaware of this proposal. This lack of consultation has undermined trust in the process and denied us the opportunity to properly engage with these plans at an earlier stage.

In addition to procedural concerns, there are significant practical, security, and financial objections to the proposed access point:

1.

Private Driveway Status: My driveway has always been considered private and has never been adopted or maintained by the council. Over the years, I have invested considerable time and resources in maintaining the bushes and plants adjacent to this area, which have served as a crucial barrier for privacy and security.

2.

Security Risks: Creating an open access point directly in front of my home will increase vulnerability to trespassing and potential criminal activity. In the past, this private driveway and surrounding vegetation have acted as a deterrent, safeguarding my home and those of my neighbours.

3.

Property Depreciation: Conveyancers advise that removing the private drive status and creating a communal access point can lead to property value depreciation. The private drive has always been a key feature for local residents, offering exclusivity and enhanced security. Depreciation of property values would be an unwarranted consequence of this development, negatively affecting the immediate residents, including myself. This potential financial loss adds to the overall detriment caused by the proposal.

4.

Lack of Necessity: The existing pathway already provides connectivity to Achilles Close and Tachbrook Road. An additional access point at this location serves no tangible purpose and will not improve accessibility for pedestrians or cyclists. Instead, it risks becoming an unnecessary intrusion into the privacy of nearby residents.

5.

Community Concerns: My neighbours in Achilles Close share my objections, expressing dismay at the lack of consultation and the potential negative impact on our community. This proposed access point provides no evident benefit to immediate or surrounding residents.

Finally, I must stress the emotional toll that this situation has caused. Learning of this development purely by chance and being told initially that "there is nothing I can do" has been deeply distressing. The thought of losing the privacy, security, and value I have worked so hard to maintain for over two decades is inexplicably upsetting.

In conclusion, I strongly urge Warwickshire County Council to reconsider this proposed access point. It is unnecessary, unwanted, and poses undue risks to the security, financial well-being, and quality of life of the local community. I am confident that there are alternative solutions that can achieve the council's aims without compromising the interests of residents like myself.

I would appreciate a written response confirming receipt of this objection and detailing how my concerns will be addressed moving forward.

Yours sincerely,

Joynal Chowdhury
9 Achilles Close
Warwick

Item ref.	Date	Communication	From
9	13 February 2025	Email	Alison Kennedy Warwickshire County Council

From: Alison Kennedy
Sent: 13 February 2025 18:20
To: Joshua Chowdhury
Subject: Harbury Lane Cycle Track Order - next steps

Hello

Thank you again for your email of 10 January 2025. I am now writing to advise you of our next steps with regard to the Warwickshire County Council (Footpath Adjacent To Harbury Lane, Warwick) Cycle Track Order 2024, and to respond in more detail about your specific concerns:

- Failure to adequately notify local residents.* Local engagement on the Harbury Lane Active Travel Connections took place in August and September 2023 including letters to residents, emails to a wide range of stakeholders, press information, notices along the path and face-to-face events in local venues. More information about the community engagement is on the scheme web page: <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8>. With regard to the Cycle Track Order, letters were hand delivered to local residents adjacent to the path on 7th October 2024 and 3rd December 2024.
- Private Driveway Status.* Achilles Close is a public highway, up to and including the footway and carriageway turning head adjacent to the path. We are proposing to connect directly between the public highway section of Achilles Close and the public path. Sections either side of the highway are in individual private ownership. The extract below shows the property boundaries as shown on land registry data:



- Security Risks: Creating an open access point directly in front of my home will increase vulnerability to trespassing and potential criminal activity. In the past, this private driveway and surrounding vegetation have acted as a deterrent, safeguarding my home and those of my neighbours.* As noted above, the proposal is to

connect directly between areas which are already open to public use. We are not proposing to open an access point onto private driveways.

- *Property Depreciation: Conveyancers advise that removing the private drive status and creating a communal access point can lead to property value depreciation. The private drive has always been a key feature for local residents, offering exclusivity and enhanced security. Depreciation of property values would be an unwarranted consequence of this development, negatively affecting the immediate residents, including myself. This potential financial loss adds to the overall detriment caused by the proposal. As noted above, we are not proposing any changes to private driveways.*
- *Lack of Necessity: The existing pathway already provides connectivity to Achilles Close and Tachbrook Road. An additional access point at this location serves no tangible purpose and will not improve accessibility for pedestrians or cyclists. Instead, it risks becoming an unnecessary intrusion into the privacy of nearby residents. Community Concerns: My neighbours in Achilles Close share my objections, expressing dismay at the lack of consultation and the potential negative impact on our community. This proposed access point provides no evident benefit to immediate or surrounding residents. The area around Harbury Lane has seen extensive new development in recent years including new homes, shops, primary school and secondary school. The paths around the estate now connect into a wider network of paths and crossing points. This has increased the level of demand for using and accessing these paths. Warwickshire County Council is keen to upgrade the paths and improve access so that the local community, now and in the future, can have safe, convenient and direct walking, wheeling and cycling access between their homes and local amenities. By opening up more access points onto the upgraded paths, we are trying to make them as accessible as possible for all users, including families and people with mobility impairments, who may be discouraged by longer routes.*

Under the Cycle Tracks Act 1984, local highway authorities can make an order to convert a footpath into a cycle track. Orders that have unresolved objections must be referred to the Secretary of State for Transport to confirm. So our next step will be to pass your comments to the Secretary of State and to request confirmation of the Cycle Track Order. The Secretary of State may decide to call a public inquiry, so that an inspector can hear the objections and then report back before a decision is made, or decide that this is not necessary. If there is a public inquiry, then objectors will have an opportunity to speak.

If you have any further comments to add to your response of 10 January 2025, please can you send them to me by 28th February? This will ensure that we can include it in information submitted to the Secretary of State.

If you need any other information, please do not hesitate to contact me.

Alison

Alison Kennedy

Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

Tel 01926 413950
Email alisonkennedy@warwickshire.gov.uk
Web www.warwickshire.gov.uk
X @WCCSafe_Active
Facebook @WCCSafeActiveTravel
My usual working hours are 9am to 5pm, Monday to Thursday

From: Alison Kennedy
Sent: 27 January 2025 13:09

To: Joshua Chowdhury < >
Subject: Harbury Lane Cycle Track Order - meeting on Tuesday 4 February 2025

Hello

Thank you for your email of 10 January 2025 and comments on the Cycle Track Order for Harbury Lane and proposals for access at Achilles Close.

In order to discuss your concerns in more detail and to review the Cycle Track Order process, I have organised a drop-in session with officers and councillors from Warwickshire County Council on Tuesday 4 February in the function room at Heathcote Community Centre, Cressida Close, Warwick, CV34 6DZ. This is an informal drop-in session and so you are welcome to come along at any time between 4.30pm and 6.30pm.

If you are unable to attend or would like further information ahead of the meeting, please let me know.

Alison

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

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X [@WCCSafe_Active](#)
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My usual working hours are 9am to 5pm, Monday to Thursday

From: Joshua Chowdhury
Sent: Friday, January 10, 2025 2:36 PM
To: Alison Kennedy <alisonkennedy@warwickshire.gov.uk>
Subject: Re: Objection to Proposed Access Point Adjacent to Harbury Lane, Warwick (Cycle Track Order 2024)

9th January 2025

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council
Shire Hall Post Room
Northgate Street
Warwick, CV34 4RL

Dear Ms Kennedy,

Re: Objection to Proposed Access Point Adjacent to Harbury Lane, Warwick (Cycle Track Order 2024)

I am writing to formally object to the proposed access point in front of my property under the above-mentioned Cycle Track Order. As a long-standing resident of this area for 25 years, I have grave concerns regarding the necessity and implications of this development.

Firstly, I must highlight the failure to adequately notify local residents, including myself and my neighbours. Despite your claim that planning notices were distributed and displayed around the estate, no such notices were received by me or my immediate neighbours. After consulting several nearby residents, it became apparent that they, too, were unaware of this proposal. This lack of consultation has undermined trust in the process and denied us the opportunity to properly engage with these plans at an earlier stage.

In addition to procedural concerns, there are significant practical, security, and financial objections to the proposed access point:

1.
Private Driveway Status: My driveway has always been considered private and has never been adopted or maintained by the council. Over the years, I have invested considerable time and resources in maintaining the bushes and plants adjacent to this area, which have served as a crucial barrier for privacy and security.
2.
Security Risks: Creating an open access point directly in front of my home will increase vulnerability to trespassing and potential criminal activity. In the past, this private driveway and surrounding vegetation have acted as a deterrent, safeguarding my home and those of my neighbours.
3.
Property Depreciation: Conveyancers advise that removing the private drive status and creating a communal access point can lead to property value depreciation. The private drive has always been a key feature for local residents, offering exclusivity and enhanced security. Depreciation of property values would be an unwarranted consequence of this development, negatively affecting the immediate residents, including myself. This potential financial loss adds to the overall detriment caused by the proposal.
4.
Lack of Necessity: The existing pathway already provides connectivity to Achilles Close and Tachbrook Road. An additional access point at this location serves no tangible purpose and will not improve accessibility for pedestrians or cyclists. Instead, it risks becoming an unnecessary intrusion into the privacy of nearby residents.
5.
Community Concerns: My neighbours in Achilles Close share my objections, expressing dismay at the lack of consultation and the potential negative impact on our community. This proposed access point provides no evident benefit to immediate or surrounding residents.

Finally, I must stress the emotional toll that this situation has caused. Learning of this development purely by chance and being told initially that “there is nothing I can do” has been deeply distressing. The thought of losing the privacy, security, and value I have worked so hard to maintain for over two decades is inexplicably upsetting.

In conclusion, I strongly urge Warwickshire County Council to reconsider this proposed access point. It is unnecessary, unwanted, and poses undue risks to the security, financial well-being, and quality of life of the local community. I am confident that there are alternative solutions that can achieve the council's aims without compromising the interests of residents like myself.

I would appreciate a written response confirming receipt of this objection and detailing how my concerns will be addressed moving forward.

Yours sincerely,

Joynal Chowdhury
9 Achilles Close
Warwick

THE WARWICKSHIRE COUNTY COUNCIL (FOOTPATH ADJACENT TO HARBURY LANE, WARWICK) CYCLE TRACK ORDER 2024

Summary of correspondence relating to the Cycle Track Order

Between Warwickshire County Council and Mr Charnjit Singh Bagri, 10 Achilles Close

Item ref.	Date	Communication	From
1	7 October 2024	Hand delivered letter to residents adjacent to footpath (Regulation 3 of the Cycle Track Order)	Alison Kennedy Warwickshire County Council to residents
2	3 December 2024	Hand delivered letter to residents adjacent to footpath (Regulation 4 of the Cycle Track Order)	Alison Kennedy Warwickshire County Council to residents
3	9 January 2025	Email	Charnjit Singh Bagri
4	27 January 2025	Email	Alison Kennedy Warwickshire County Council
5	13 February 2025	Email	Alison Kennedy Warwickshire County Council

Our ref: Harbury Lane CTO Reg3

7 October 2024



**Transport Strategy & Road Safety
Transport Planning Unit**
Shire Hall
Warwick
CV34 4SX
Tel: 01926 413950

alisonkennedy@warwickshire.gov.uk
www.warwickshire.gov.uk

Dear Sir/ Madam

**CYCLE TRACKS ACT 1984
HARBURY LANE, WARWICK - PROPOSED CYCLE TRACKS ORDER**

Warwickshire County Council is considering making a Cycle Tracks Order pursuant to the Cycle Tracks Act 1984, the effect of which would be to convert a footpath into a 3 metre wide shared use cycle track with a right of way for pedal cycles and on foot.

A drawing showing the length of footpath proposed to be converted coloured orange is included overleaf and available online at <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8>. A statement setting out the Council's reasons for proposing this scheme is included below.

If you wish to make any comments or representations relating to this proposal, please send these via email to alisonkennedy@warwickshire.gov.uk by no later than 4 November 2024.

Reasons:

The County Council is considering making a Cycle Tracks Order pursuant to the Cycle Tracks Act 1984, the effect of which would be to create a 3m wide route as shown coloured orange in the attached drawing numbered 9.2-C43-017-014, converting the existing footpath into a shared use cycle track for use by people walking, wheeling and cycling. The County Council is required, pursuant to the Cycle Tracks Regulations Act 1984, to consult with organisations representing persons who use the footpath, District and Parish Councils, statutory undertakers whose operational land is crossed by the route and the chief officer of Police prior to making a Cycle Tracks Order.

Improvement works are underway to upgrade and widen the surface of the footpath and provide lighting, to provide all-weather and all-year round connections between homes, schools and local amenities. Lighting columns will be six metres in height and include back-shields to prevent light pollution into adjacent properties. LED lanterns with low Kelvin and low Wattage will be directed onto the footpath to minimise impact to properties and wildlife.

*Working for
Warwickshire*

Local community engagement in Autumn 2023 demonstrated support for path improvements and provision of cycling connections along Harbury Lane. Further details are available online: <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8>

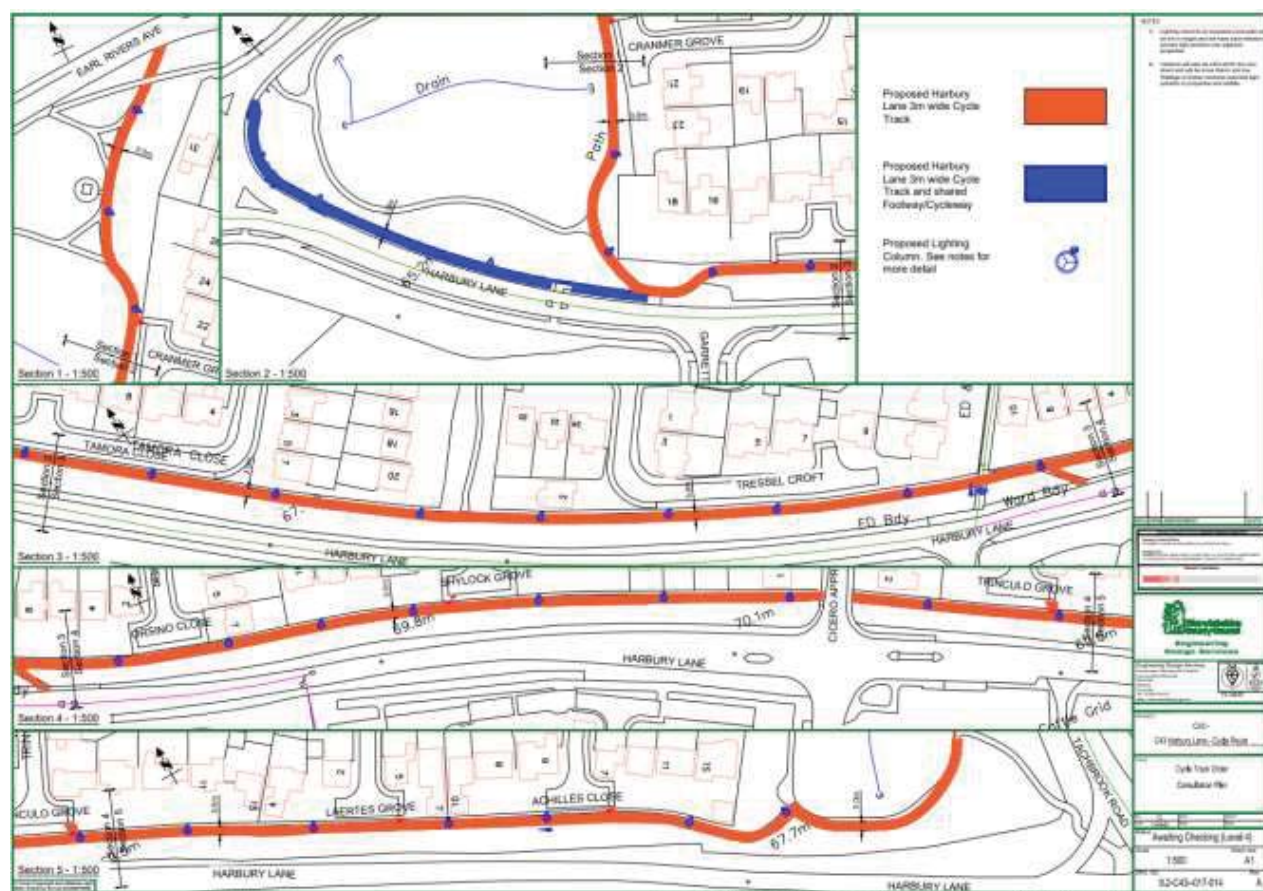
If you need any further information, please do not hesitate to contact me.

Yours faithfully

Alison Kennedy

Principal Transport Planner
Transport Strategy and Road Safety Group

cc. Councillor Jan Matecki and Councillor Parminder Singh Birdi



Our ref: Harbury Lane CTO Reg4

3 December 2024



**Transport Strategy & Road Safety
Transport Planning Unit**
Shire Hall
Warwick
CV34 4SX
Tel: 01926 413950

alisonkennedy@warwickshire.gov.uk
www.warwickshire.gov.uk

Dear Sir/ Madam

**THE WARWICKSHIRE COUNTY COUNCIL (FOOTPATH ADJACENT TO HARBURY
LANE, WARWICK) CYCLE TRACK ORDER 2024**

I write to advise you that Warwickshire County Council made the above named Cycle Track Order on 28 November 2024, the effect of which (if the Order is confirmed) would be to convert a footpath into a shared use cycle track with a right of way for pedal cycles and on foot. Please find enclosed a copy of the public notice, together with a copy of the Cycle Track Order Plan. Information is also available online:

<https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8>

If you wish to make a representation or objection to the proposed confirmation of the Cycle Track Order, please write to Alison Kennedy, Principal Transport Planner, Warwickshire County Council, Communities Directorate, Shire Hall Post Room, Northgate Street, Warwick, CV34 4RL or email alisonkennedy@warwickshire.gov.uk. Objections, representations, and the name of the objector or person making a representation, will normally be treated as public information and may be published. For further information on how Warwickshire County Council processes personal data please refer to the Customer Privacy Notice which is available at <https://www.warwickshire.gov.uk/privacy>.

Objections and representations must be sent so as to be received by 10 January 2025.

Works started in August 2024 to upgrade the surface of the footpath and widen (to a maximum of 3.0 metres). These works are expected to be substantially completed by the end of 2024. Lighting and new access points onto the paths are proposed for 2025, together with tidying up and planting. For enquiries about these works, the Cycle Track Order or requests for information in other formats, please contact Alison Kennedy on 01926 413950 or alisonkennedy@warwickshire.gov.uk.

Yours faithfully

A handwritten signature in blue ink that reads "Alison Kennedy".

Principal Transport Planner
Transport Strategy and Road Safety Group

cc. Councillor Jan Matecki and Councillor Parminder Singh Birdi

A handwritten signature in green ink that reads "Working for Warwickshire".

CYCLE TRACK ORDER - NOTICE

WARWICKSHIRE COUNTY COUNCIL

CYCLE TRACKS ACT 1984

CONVERSION OF A FOOTPATH TO A CYCLE TRACK

THE WARWICKSHIRE COUNTY COUNCIL
(FOOTPATH ADJACENT TO HARBURY LANE, WARWICK)
CYCLE TRACK ORDER 2024

Warwickshire County Council hereby gives notice that it has made (but not yet confirmed) an Order under section 3 of the Cycle Tracks Act 1984, the effect of which will be to convert a footpath, as described in the Schedule below, into a shared use cycle track with a right of way for pedal cycles and on foot.

The Order requires confirmation and shall not come into operation until the date on which a further notice is published indicating that the Order has been confirmed in accordance with Regulation 10 of the Cycle Tracks Regulations 1984.

A copy of the unconfirmed Order and associated plan are available to view, free of charge, online at <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8> and at the Main Reception, Shire Hall, Market Place, Warwick.

Any enquiries relating to the Order may be made to Alison Kennedy, Principal Transport Planner, Warwickshire County Council (email: alisonkennedy@warwickshire.gov.uk).

Any objections or representations to the proposed confirmation of the Order, which must be in writing and specify the grounds on which they are made, should be addressed to Alison Kennedy, Principal Transport Planner, Warwickshire County Council, Communities Directorate, Shire Hall Post Room, Northgate Street, Warwick, CV34 4RL or sent by email to alisonkennedy@warwickshire.gov.uk. Objections, representations, and the name of the objector or person making a representation, will normally be treated as public information and may be published. For further information on how Warwickshire County Council processes personal data please refer to the Customer Privacy Notice which is available at <https://www.warwickshire.gov.uk/privacy>. Objections and representations must be sent so as to be received by 10 January 2025.

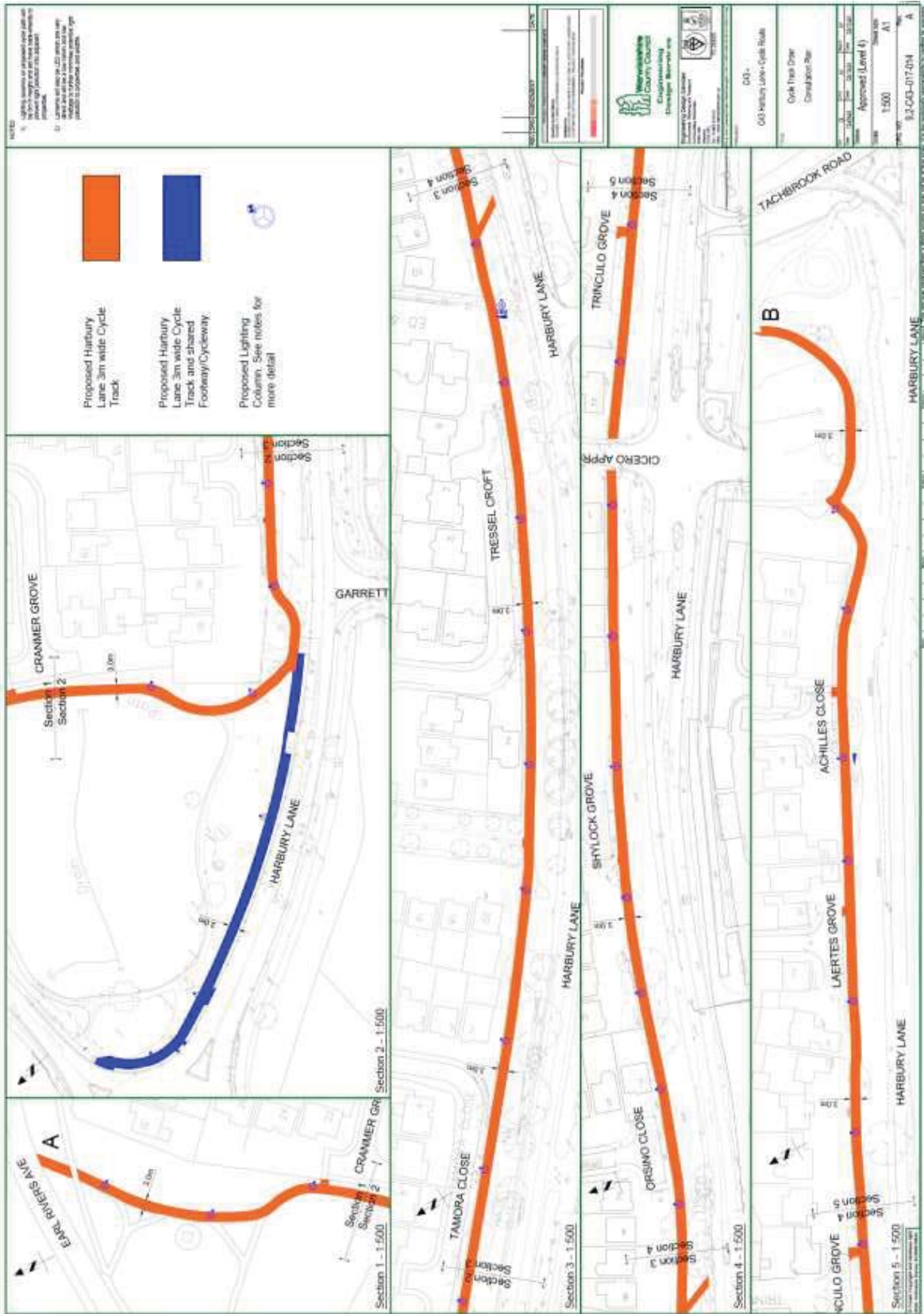
SCHEDULE

That section of unnamed footpath which is coloured orange on the Plan (which extends from point A as shown on the Plan at its junction with Earl Rivers Avenue, generally southwards and then south-eastwards to point B as shown on the Plan near to its junction with Tachbrook Road) having a width of approximately 3 metres.

S Duxbury
Director of Strategy, Planning & Governance

Shire Hall, Warwick
5 December 2024

CYCLE TRACK ORDER - PLAN



Item ref.	Date	Communication	From
3	9 January 2025	Email	Charnjit Singh Bagri

From: charnjit singh bagri <
Sent: 09 January 2025 19:07
To: Alison Kennedy
Subject: Footpath on Harbury lane

Dear madam my name is Charnjit Singh bagri 10 Achilles Close Heathcote Warwick cv346ej
I object to the access point on Achilles Close as when I purchased the property, it was a close cul-de-sac and object to the access point as more rubbish will be left there by the new school children There is no point having an access point on Achilles close as the truck ends in another 200 yards around the corner

Item ref.	Date	Communication	From
4	27 January 2025	Email	Alison Kennedy Warwickshire County Council

From: Alison Kennedy
Sent: 27 January 2025 13:05
To: charnjit singh bagri
Subject: Harbury Lane Cycle Track Order - meeting on Tuesday 4 February 2025

Hello

Thank you for your email of 9 January 2025 and comments on the Cycle Track Order for Harbury Lane and proposals for access at Achilles Close.

In order to discuss your concerns in more detail and to review the Cycle Track Order process, I have organised a drop-in session with officers and councillors from Warwickshire County Council on Tuesday 4 February in the function room at Heathcote Community Centre, Cressida Close, Warwick, CV34 6DZ. This is an informal drop-in session and so you are welcome to come along at any time between 4.30pm and 6.30pm.

If you are unable to attend or would like further information ahead of the meeting, please let me know.

Alison

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

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Email alisonkennedy@warwickshire.gov.uk
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Facebook [@WCCSafeActiveTravel](#)
My usual working hours are 9am to 5pm, Monday to Thursday

From: charnjit singh bagri
Sent: Thursday, January 9, 2025 7:07 PM
To: Alison Kennedy <alisonkennedy@warwickshire.gov.uk>
Subject: Footpath on Harbury lane

Dear madam my name is Charnjit Singh bagri 10 Achilles Close Heathcote Warwick cv346ej
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Item ref.	Date	Communication	From
5	13 February 2025	Email	Alison Kennedy Warwickshire County Council

From: Alison Kennedy
Sent: 13 February 2025 17:47
To: charnjit singh bagri
Subject: Harbury Lane Cycle Track Order - next steps

Hello

Thank you again for your email of 9 January 2025. I am now writing to advise you of our next steps with regard to the Warwickshire County Council (Footpath Adjacent To Harbury Lane, Warwick) Cycle Track Order 2024, and to respond in more detail about your specific concerns:

- *Achilles Close was a closed cul-de-sac.* Since Achilles Close was built, the area around Harbury Lane has seen extensive new development including new homes, shops, primary school and secondary school. The paths around the estate now connect into a wider network of paths and crossing points. This has increased the level of demand for using and accessing these paths. Warwickshire County Council is keen to upgrade the paths and improve access so that local people, now and in the future, can have safe, convenient and direct walking, wheeling and cycling access between their homes and local amenities. We are proposing to connect directly between the public highway section of Achilles Close and the public path.
- *More rubbish will be left there by the new school children.* We have had discussions with Warwick District Council about supplementing the existing litter bins and regular refuse collections with new litter bins along the path. We hope to install new bins later this year.
- *There is no point having an access point on Achilles close as the truck ends in another 200 yards around the corner.* By opening up more access points onto the upgraded paths, we are trying to make them as accessible as possible for all users, including families and people with mobility impairments, who may be discouraged by longer routes.

Under the Cycle Tracks Act 1984, local highway authorities can make an order to convert a footpath into a cycle track. Orders that have unresolved objections must be referred to the Secretary of State for Transport to confirm. So our next step will be to pass your comments to the Secretary of State and to request confirmation of the Cycle Track Order. The Secretary of State may decide to call a public inquiry, so that an inspector can hear the objections and then report back before a decision is made, or decide that this is not necessary. If there is a public inquiry, then objectors will have an opportunity to speak.

If you have any further comments to add to your response of 9 January 2025, please can you send them to me by 28th February? This will ensure that we can include it in information submitted to the Secretary of State.

If you need any other information, please do not hesitate to contact me.

Alison

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

Tel 01926 413950

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My usual working hours are 9am to 5pm, Monday to Thursday

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In order to discuss your concerns in more detail and to review the Cycle Track Order process, I have organised a drop-in session with officers and councillors from Warwickshire County Council on Tuesday 4 February in the function room at Heathcote Community Centre, Cressida Close, Warwick, CV34 6DZ. This is an informal drop-in session and so you are welcome to come along at any time between 4.30pm and 6.30pm.

If you are unable to attend or would like further information ahead of the meeting, please let me know.

Alison

Alison Kennedy
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Transport Strategy and Road Safety Group
Warwickshire County Council

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THE WARWICKSHIRE COUNTY COUNCIL (FOOTPATH ADJACENT TO HARBURY LANE, WARWICK) CYCLE TRACK ORDER 2024

Summary of correspondence relating to the Cycle Track Order

Between Warwickshire County Council and Mr Matt Barrick, 7 Achilles Close

Item ref.	Date	Communication	From
1	7 October 2024	Hand delivered letter to residents adjacent to footpath (Regulation 3 of the Cycle Track Order)	Alison Kennedy Warwickshire County Council to residents
2	30 October 2024	Email	M Barrick
3	31 October 2024	Email	Alison Kennedy, WCC
4	7 November 2024	Email	Alison Kennedy, WCC
5	26 November 2024	Email	M Barrick
6	3 December 2024	Hand delivered letter to residents adjacent to footpath (Regulation 4 of the Cycle Track Order)	Alison Kennedy Warwickshire County Council to residents
7	5 December 2024	Email	Alison Kennedy, WCC
8	27 January 2025	Email	Alison Kennedy Warwickshire County Council
9	30 January 2025	Email	M Barrick
10	30 January 2025	Email	Alison Kennedy Warwickshire County Council
11	30 January 2025	Email	M Barrick
12	13 February 2025	Email	Alison Kennedy Warwickshire County Council

Our ref: Harbury Lane CTO Reg3

7 October 2024



**Transport Strategy & Road Safety
Transport Planning Unit**
Shire Hall
Warwick
CV34 4SX
Tel: 01926 413950

alisonkennedy@warwickshire.gov.uk
www.warwickshire.gov.uk

Dear Sir/ Madam

**CYCLE TRACKS ACT 1984
HARBURY LANE, WARWICK - PROPOSED CYCLE TRACKS ORDER**

Warwickshire County Council is considering making a Cycle Tracks Order pursuant to the Cycle Tracks Act 1984, the effect of which would be to convert a footpath into a 3 metre wide shared use cycle track with a right of way for pedal cycles and on foot.

A drawing showing the length of footpath proposed to be converted coloured orange is included overleaf and available online at <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8>. A statement setting out the Council's reasons for proposing this scheme is included below.

If you wish to make any comments or representations relating to this proposal, please send these via email to alisonkennedy@warwickshire.gov.uk by no later than 4 November 2024.

Reasons:

The County Council is considering making a Cycle Tracks Order pursuant to the Cycle Tracks Act 1984, the effect of which would be to create a 3m wide route as shown coloured orange in the attached drawing numbered 9.2-C43-017-014, converting the existing footpath into a shared use cycle track for use by people walking, wheeling and cycling. The County Council is required, pursuant to the Cycle Tracks Regulations Act 1984, to consult with organisations representing persons who use the footpath, District and Parish Councils, statutory undertakers whose operational land is crossed by the route and the chief officer of Police prior to making a Cycle Tracks Order.

Improvement works are underway to upgrade and widen the surface of the footpath and provide lighting, to provide all-weather and all-year round connections between homes, schools and local amenities. Lighting columns will be six metres in height and include back-shields to prevent light pollution into adjacent properties. LED lanterns with low Kelvin and low Wattage will be directed onto the footpath to minimise impact to properties and wildlife.

*Working for
Warwickshire*

Local community engagement in Autumn 2023 demonstrated support for path improvements and provision of cycling connections along Harbury Lane. Further details are available online: <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8>

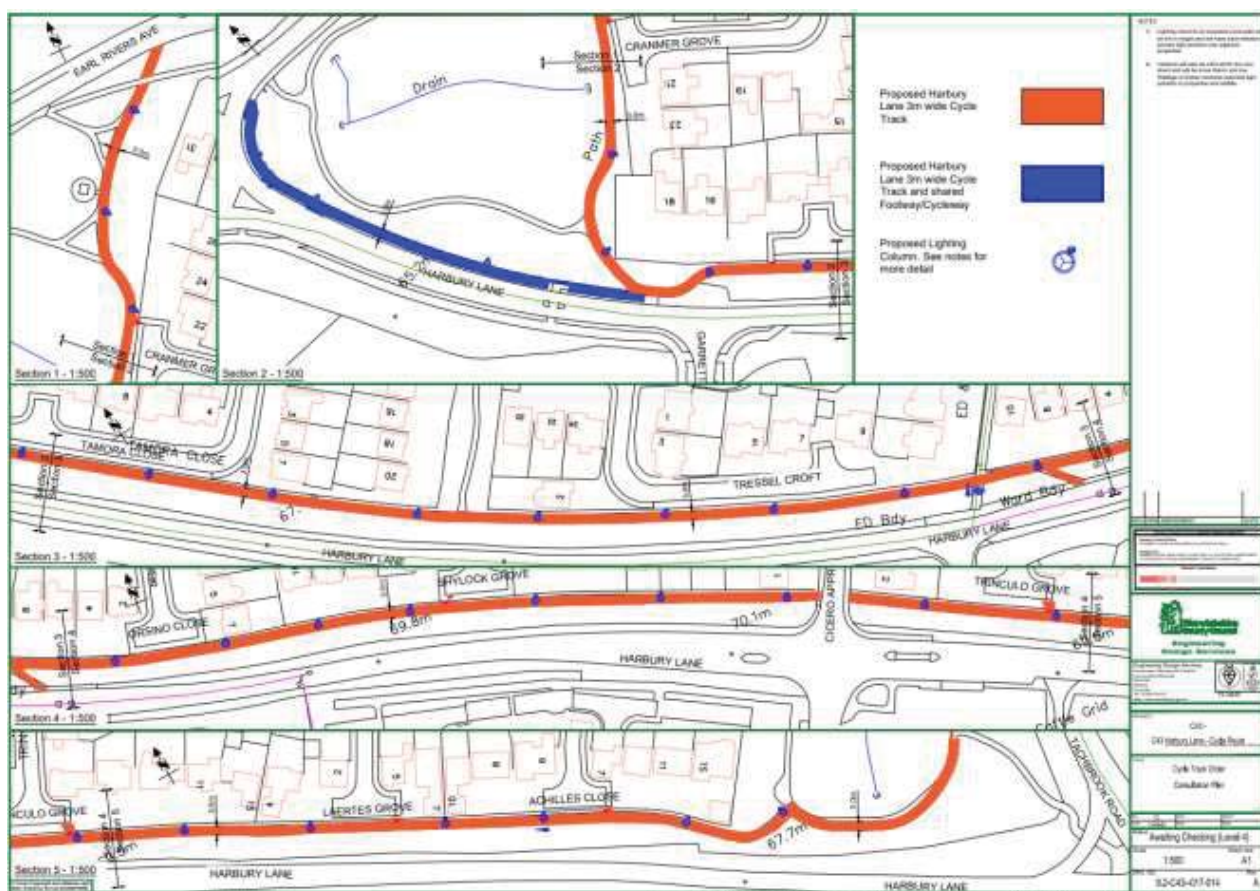
If you need any further information, please do not hesitate to contact me.

Yours faithfully



Principal Transport Planner
Transport Strategy and Road Safety Group

cc. Councillor Jan Matecki and Councillor Parminder Singh Birdi



Item ref.	Date	Communication	From
2	30 October 2024	Email	M Barrick

From: Matthew B
Sent: 30 October 2024 14:51
To: Alison Kennedy
Subject: Proposed cycle tracks order

Hi Alison,

my name is Matt Barrick and live at 7 Achilles Close, Heathcote, Warwick CV34 6EJ.

I've recently received your letter re. the proposed cycle track works near my home.

I have no issue with the improvements and can see there is additional lighting which I'm not uncomfortable with either.

However, my neighbour has just made me aware that there is the intention of adding a gate/access at the bottom of my drive to the path. This isn't clear in the letter. In fact, I can't see any reference to access/gates in the letter or plan.

With recent anti-social behaviour along the track near our homes I am strongly against adding a new access point - we don't have one at the moment and I wouldn't want one added now. I see no need for an additional access point along the path as those that have been in place since we moved here over 20 years ago are more than adequate - even with greater footfall from the new school along the path.

I am strongly opposed to any amendment to access near our homes.

I ask that you remove this intention from your plans.

Feel free to contact me to discuss this. My telephone number is .

Many thanks
Matt Barrick

Item ref.	Date	Communication	From
3	31 October 2024	Email	Alison Kennedy, WCC

From: Alison Kennedy
Sent: 31 October 2024 15:52
To: Matthew B
Subject: RE: Proposed cycle tracks order

Hello

Thank you for your email of 30 October 2024.

The recent letter dated 7 October 2024 refers to the process to convert the footpath to a cycle track using the Cycle Track Order process. Notification letters about the start of construction works were also delivered in August 2024. These letters follow on from local engagement last year (letters were sent out to local residents in August 2023) which invited comments on proposals to improve the paths - consultation plans showed the proposed new access points into the cul-de-sacs, including Achilles Close. All of the recent letters have included links to view the [project web page](#) which includes the [latest scheme plan](#), or contacts for Warwickshire County Council for more information.

As you note there is increased footfall on the paths, linked to the opening of the new school. The purpose of this scheme is to improve the walking, wheeling and cycling connections in the wider area to local amenities, including schools. The removal of barriers onto the paths enables people to have more direct walking and cycling routes which should help to reduce reliance on private motor vehicles for short journeys.

I note your comments about the new access onto Achilles Close and having spoken with another resident yesterday, we have asked contractors to pause this access point for the time being whilst we review its position with the design team and the local councillor. I will be in touch again once this review has taken place.

Alison

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

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My usual working hours are 9am to 5pm, Monday to Thursday

Item ref.	Date	Communication	From
4	7 November 2024	Email	Alison Kennedy, WCC

From: Alison Kennedy
Sent: 07 November 2024 17:51
To: Matthew B
Subject: FW: Proposed cycle tracks order

Hello

Further to my email below of 31 October 2024, I have spoken with the design team and the local councillor and we have reviewed the position of the proposed new access point between Achilles Close and the footpath. The proposed location (as shown on the [latest scheme plan](#)) is still considered the preferred location as it links directly with the existing footway on Achilles Close and avoids removal of a tree between the footpath and fence. Construction work on the access point is currently paused until early 2025, whilst we continue with necessary legal processes.

If you would like to discuss further, please do not hesitate to contact me.

Alison

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

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Item ref.	Date	Communication	From
5	26 November 2024	Email	M Barrick

From: Matthew B
Sent: 26 November 2024 10:50
To: Alison Kennedy
Subject: Re: FW: Proposed cycle tracks order

Hi Alison, sorry for the delay in coming back to you and thank you for the update.

So, clearly, I am disappointed that the access point on Achilles Close is still considered the best option. I'm still strongly opposed to it and just want to register that opposition with you - however futile it may be.

I know Joe next door feels similarly and may be in touch with you about alternatives. I'm happy to be involved in discussions and if you could keep me informed of what is to happen and when that would be appreciated.

Thanks
Matt Barrick

On Thu, Nov 7, 2024 at 5:51 PM Alison Kennedy <alisonkennedy@warwickshire.gov.uk> wrote:

OFFICIAL

Hello

Further to my email below of 31 October 2024, I have spoken with the design team and the local councillor and we have reviewed the position of the proposed new access point between Achilles Close and the footpath. The proposed location (as shown on the [latest scheme plan](#)) is still considered the preferred location as it links directly with the existing footway on Achilles Close and avoids removal of a tree between the footpath and fence. Construction work on the access point is currently paused until early 2025, whilst we continue with necessary legal processes.

If you would like to discuss further, please do not hesitate to contact me.

Alison

Alison Kennedy

Our ref: Harbury Lane CTO Reg4

3 December 2024



**Transport Strategy & Road Safety
Transport Planning Unit**
Shire Hall
Warwick
CV34 4SX
Tel: 01926 413950

alisonkennedy@warwickshire.gov.uk
www.warwickshire.gov.uk

Dear Sir/ Madam

**THE WARWICKSHIRE COUNTY COUNCIL (FOOTPATH ADJACENT TO HARBURY
LANE, WARWICK) CYCLE TRACK ORDER 2024**

I write to advise you that Warwickshire County Council made the above named Cycle Track Order on 28 November 2024, the effect of which (if the Order is confirmed) would be to convert a footpath into a shared use cycle track with a right of way for pedal cycles and on foot. Please find enclosed a copy of the public notice, together with a copy of the Cycle Track Order Plan. Information is also available online:

<https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8>

If you wish to make a representation or objection to the proposed confirmation of the Cycle Track Order, please write to Alison Kennedy, Principal Transport Planner, Warwickshire County Council, Communities Directorate, Shire Hall Post Room, Northgate Street, Warwick, CV34 4RL or email alisonkennedy@warwickshire.gov.uk. Objections, representations, and the name of the objector or person making a representation, will normally be treated as public information and may be published. For further information on how Warwickshire County Council processes personal data please refer to the Customer Privacy Notice which is available at <https://www.warwickshire.gov.uk/privacy>.

Objections and representations must be sent so as to be received by 10 January 2025.

Works started in August 2024 to upgrade the surface of the footpath and widen (to a maximum of 3.0 metres). These works are expected to be substantially completed by the end of 2024. Lighting and new access points onto the paths are proposed for 2025, together with tidying up and planting. For enquiries about these works, the Cycle Track Order or requests for information in other formats, please contact Alison Kennedy on 01926 413950 or alisonkennedy@warwickshire.gov.uk.

Yours faithfully

A handwritten signature in blue ink that reads "Alison Kennedy".

Principal Transport Planner
Transport Strategy and Road Safety Group

cc. Councillor Jan Matecki and Councillor Parminder Singh Birdi

A handwritten signature in green ink that reads "Working for Warwickshire".

CYCLE TRACK ORDER - NOTICE

WARWICKSHIRE COUNTY COUNCIL

CYCLE TRACKS ACT 1984

CONVERSION OF A FOOTPATH TO A CYCLE TRACK

THE WARWICKSHIRE COUNTY COUNCIL
(FOOTPATH ADJACENT TO HARBURY LANE, WARWICK)
CYCLE TRACK ORDER 2024

Warwickshire County Council hereby gives notice that it has made (but not yet confirmed) an Order under section 3 of the Cycle Tracks Act 1984, the effect of which will be to convert a footpath, as described in the Schedule below, into a shared use cycle track with a right of way for pedal cycles and on foot.

The Order requires confirmation and shall not come into operation until the date on which a further notice is published indicating that the Order has been confirmed in accordance with Regulation 10 of the Cycle Tracks Regulations 1984.

A copy of the unconfirmed Order and associated plan are available to view, free of charge, online at <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8> and at the Main Reception, Shire Hall, Market Place, Warwick.

Any enquiries relating to the Order may be made to Alison Kennedy, Principal Transport Planner, Warwickshire County Council (email: alisonkennedy@warwickshire.gov.uk).

Any objections or representations to the proposed confirmation of the Order, which must be in writing and specify the grounds on which they are made, should be addressed to Alison Kennedy, Principal Transport Planner, Warwickshire County Council, Communities Directorate, Shire Hall Post Room, Northgate Street, Warwick, CV34 4RL or sent by email to alisonkennedy@warwickshire.gov.uk. Objections, representations, and the name of the objector or person making a representation, will normally be treated as public information and may be published. For further information on how Warwickshire County Council processes personal data please refer to the Customer Privacy Notice which is available at <https://www.warwickshire.gov.uk/privacy>. Objections and representations must be sent so as to be received by 10 January 2025.

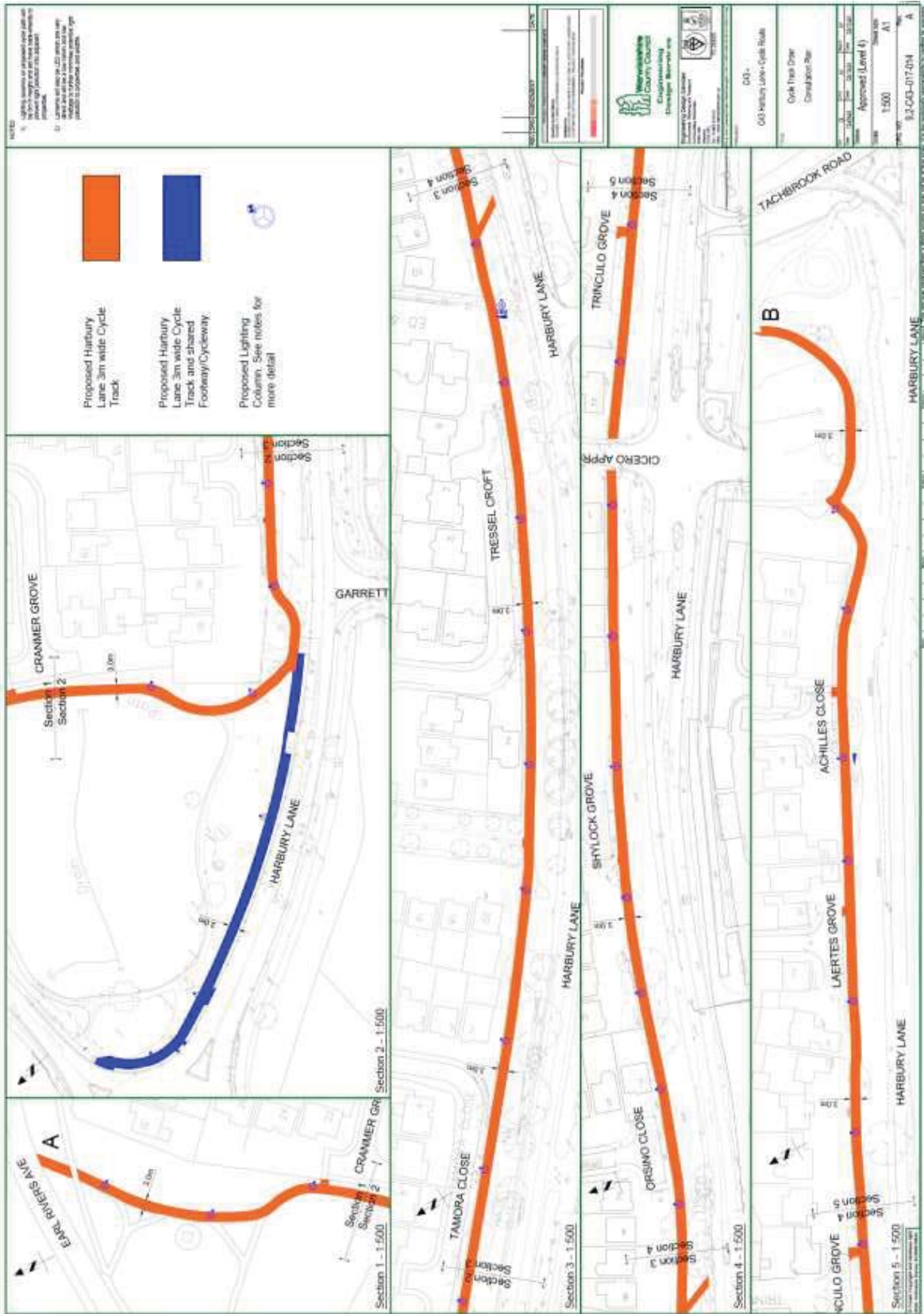
SCHEDULE

That section of unnamed footpath which is coloured orange on the Plan (which extends from point A as shown on the Plan at its junction with Earl Rivers Avenue, generally southwards and then south-eastwards to point B as shown on the Plan near to its junction with Tachbrook Road) having a width of approximately 3 metres.

S Duxbury
Director of Strategy, Planning & Governance

Shire Hall, Warwick
5 December 2024

CYCLE TRACK ORDER - PLAN



Item ref.	Date	Communication	From
7	5 December 2024	Email	Alison Kennedy, WCC

From: Alison Kennedy
Sent: 05 December 2024 15:48
To: Matthew B
Subject: RE: FW: Proposed cycle tracks order

Hello

Thank you for your email of 26 November 2024. In terms of what’s happening and when:

- Surfacing work on the section of footpath alongside Achilles Close is almost complete and should be reopened this week. I understand that the contractor spoke directly with some residents about the creation of a temporary access point between Achilles Close and the footpath – this has helped to progress the final surfacing and widening of this section.
- Works are still taking place on footpath and a new footway/ cycle track near Earl Rivers Avenue, and will continue until the end of December.
- All of the recent works form ‘Phase 1’ of the wider Harbury Lane active travel connections project. We are still progressing design work for Phase 2 - along Harbury Lane between Earl Rivers Avenue and Heathcote Lane/ Europa Way/ Gallows Hill
- The Cycle Tracks Order has been ‘made’ but not yet confirmed. A letter about this was delivered on Tuesday 3 December to properties adjacent to the footpath. All details are also on the County Council’s web page: <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8> Please let me know if you wish to discuss this further.
- We currently propose to install the permanent access points and lighting along the widened footpath early in 2025.

I note your concerns about the proposed access point between Achilles Close and the footpath, and colleagues or I would be very happy to discuss this with you, either as a phone call or in-person meeting.

Alison

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

Tel 01926 413950
Email alisonkennedy@warwickshire.gov.uk
Web www.warwickshire.gov.uk
X [@WCCSafe_Active](#)
Facebook [@WCCSafeActiveTravel](#)
My usual working hours are 9am to 5pm, Monday to Thursday

From: Matthew B
Sent: Tuesday, November 26, 2024 10:50 AM
To: Alison Kennedy <alisonkennedy@warwickshire.gov.uk>
Subject: Re: FW: Proposed cycle tracks order

Hi Alison, sorry for the delay in coming back to you and thank you for the update.

So, clearly, I am disappointed that the access point on Achilles Close is still considered the best option. I'm still strongly opposed to it and just want to register that opposition with you - however futile it may be.

I know Joe next door feels similarly and may be in touch with you about alternatives. I'm happy to be involved in discussions and if you could keep me informed of what is to happen and when that would be appreciated.

Thanks
Matt Barrick

On Thu, Nov 7, 2024 at 5:51 PM Alison Kennedy <alisonkennedy@warwickshire.gov.uk> wrote:

OFFICIAL

Hello

Further to my email below of 31 October 2024, I have spoken with the design team and the local councillor and we have reviewed the position of the proposed new access point between Achilles Close and the footpath. The proposed location (as shown on the [latest scheme plan](#)) is still considered the preferred location as it links directly with the existing footway on Achilles Close and avoids removal of a tree between the footpath and fence. Construction work on the access point is currently paused until early 2025, whilst we continue with necessary legal processes.

If you would like to discuss further, please do not hesitate to contact me.

Alison

Alison Kennedy

Principal Transport Planner

Transport Strategy and Road Safety Group

Warwickshire County Council

Tel 01926 413950

Email alisonkennedy@warwickshire.gov.uk

Web www.warwickshire.gov.uk

OFFICIAL - Sensitive

Item ref.	Date	Communication	From
8	27 January 2025	Email	Alison Kennedy Warwickshire County Council

From:
Sent:
To:
Subject:

Alison Kennedy
27 January 2025 12:50
Matthew B
Harbury Lane Cycle Track Order - meeting on Tuesday 4 February 2025

Hello

As you are aware, we consulted on the Cycle Track Order for the footpath adjacent to Harbury Lane during December 2024 and January 2025. We have received a number of comments and objections, including your feedback in October and November 2024.

In order to discuss your concerns in more detail and to review the Cycle Track Order process, I have organised a drop-in session with officers and councillors from Warwickshire County Council on Tuesday 4 February in the function room at Heathcote Community Centre, Cressida Close, Warwick, CV34 6DZ. This is an informal drop-in session and so you are welcome to come along at any time between 4.30pm and 6.30pm.

If you are unable to attend or would like further information ahead of the meeting, please let me know.

Alison

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

Tel 01926 413950
Email alisonkennedy@warwickshire.gov.uk
Web www.warwickshire.gov.uk
X @WCCSafe_Active
Facebook @WCCSafeActiveTravel
My usual working hours are 9am to 5pm, Monday to Thursday

From: Alison Kennedy
Sent: Thursday, December 5, 2024 3:48 PM
To: Matthew B
Subject: RE: FW: Proposed cycle tracks order

Hello

Thank you for your email of 26 November 2024. In terms of what’s happening and when:

- Surfacing work on the section of footpath alongside Achilles Close is almost complete and should be reopened this week. I understand that the contractor spoke directly with some residents about the creation of a temporary access point between Achilles Close and the footpath – this has helped to progress the final surfacing and widening of this section.
- Works are still taking place on footpath and a new footway/ cycle track near Earl Rivers Avenue, and will continue until the end of December.

- All of the recent works form 'Phase 1' of the wider Harbury Lane active travel connections project. We are still progressing design work for Phase 2 - along Harbury Lane between Earl Rivers Avenue and Heathcote Lane/ Europa Way/ Gallows Hill
- The Cycle Tracks Order has been 'made' but not yet confirmed. A letter about this was delivered on Tuesday 3 December to properties adjacent to the footpath. All details are also on the County Council's web page: <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8> Please let me know if you wish to discuss this further.
- We currently propose to install the permanent access points and lighting along the widened footpath early in 2025.

I note your concerns about the proposed access point between Achilles Close and the footpath, and colleagues or I would be very happy to discuss this with you, either as a phone call or in-person meeting.

Alison

Alison Kennedy

Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

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Web www.warwickshire.gov.uk
X @WCCSafe_Active
Facebook @WCCSafeActiveTravel

My usual working hours are 9am to 5pm, Monday to Thursday

From: Matthew B <matthewbarrick1976@gmail.com>
Sent: Tuesday, November 26, 2024 10:50 AM
To: Alison Kennedy <alisonkennedy@warwickshire.gov.uk>
Subject: Re: FW: Proposed cycle tracks order

Hi Alison, sorry for the delay in coming back to you and thank you for the update.

So, clearly, I am disappointed that the access point on Achilles Close is still considered the best option. I'm still strongly opposed to it and just want to register that opposition with you - however futile it may be.

I know Joe next door feels similarly and may be in touch with you about alternatives. I'm happy to be involved in discussions and if you could keep me informed of what is to happen and when that would be appreciated.

Thanks
Matt Barrick

Item ref.	Date	Communication	From
9	30 January 2025	Email	M Barrick

From:
Sent:
To:
Subject:

Matt B
30 January 2025 09:41
Alison Kennedy
Re: Harbury Lane Cycle Track Order - meeting on Tuesday 4 February 2025

Hi Alison,

Thank you for your email. I've come to terms with the fact there isn't going to be a change of heart with the placement of the access point, so don't need to attend the drop in session.

I'm not sure if my neighbours feel similarly so they may want to attend to talk things through though.

Many thanks
Matt

On Mon, Jan 27, 2025 at 12:50 PM Alison Kennedy <alisonkennedy@warwickshire.gov.uk> wrote:

OFFICIAL

Hello

As you are aware, we consulted on the Cycle Track Order for the footpath adjacent to Harbury Lane during December 2024 and January 2025. We have received a number of comments and objections, including your feedback in October and November 2024.

In order to discuss your concerns in more detail and to review the Cycle Track Order process, I have organised a drop-in session with officers and councillors from Warwickshire County Council on Tuesday 4 February in the function room at Heathcote Community Centre, Cressida Close, Warwick, CV34 6DZ. This is an informal drop-in session and so you are welcome to come along at any time between 4.30pm and 6.30pm.

If you are unable to attend or would like further information ahead of the meeting, please let me know.

Alison

Alison Kennedy

Principal Transport Planner

Transport Strategy and Road Safety Group

Item ref.	Date	Communication	From
10	30 January 2025	Email	Alison Kennedy Warwickshire County Council

From: Alison Kennedy
Sent: 30 January 2025 11:17
To: Matt B
Subject: RE: Harbury Lane Cycle Track Order - meeting on Tuesday 4 February 2025

Hello

Thank you for your email. Just to clarify – are you able to confirm that your objection to the Cycle Track Order has now been withdrawn?

Thanks,

Alison

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

Tel 01926 413950
Email alisonkennedy@warwickshire.gov.uk
Web www.warwickshire.gov.uk
X [@WCCSafe_Active](#)
Facebook [@WCCSafeActiveTravel](#)
My usual working hours are 9am to 5pm, Monday to Thursday

From: Matt B <matthewbarrick1976@gmail.com>
Sent: 30 January 2025 09:41
To: Alison Kennedy <alisonkennedy@warwickshire.gov.uk>
Subject: Re: Harbury Lane Cycle Track Order - meeting on Tuesday 4 February 2025

Hi Alison,

Thank you for your email. I've come to terms with the fact there isn't going to be a change of heart with the placement of the access point, so don't need to attend the drop in session.

I'm not sure if my neighbours feel similarly so they may want to attend to talk things through though.

Many thanks
Matt

On Mon, Jan 27, 2025 at 12:50 PM Alison Kennedy <alisonkennedy@warwickshire.gov.uk> wrote:

OFFICIAL

Item ref.	Date	Communication	From
11	30 January 2025	Email	M Barrick

From: Matt B
Sent: 30 January 2025 11:21
To: Alison Kennedy
Subject: Re: Harbury Lane Cycle Track Order - meeting on Tuesday 4 February 2025

Hi Alison, so, I'm still not in favour for the reasons previously stated but I know that my objection isn't likely to have a material impact on the decision. So, with that in mind, I'm happy to not discuss further and fully expect the access point to be installed.

Thanks
Matt

On Thu, Jan 30, 2025 at 11:17 AM Alison Kennedy <alisonkennedy@warwickshire.gov.uk> wrote:

Hello

Thank you for your email. Just to clarify – are you able to confirm that your objection to the Cycle Track Order has now been withdrawn?

Thanks,

Alison

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

Tel 01926 413950

Item ref.	Date	Communication	From
12	13 February 2025	Email	Alison Kennedy Warwickshire County Council

From: Alison Kennedy
Sent: 13 February 2025 18:25
To: Matt B
Subject: Harbury Lane Cycle Track Order - next steps

Hello

Thank you for your email of 30 January 2025. I am now writing to advise you of our next steps with regard to the Warwickshire County Council (Footpath Adjacent To Harbury Lane, Warwick) Cycle Track Order 2024.

Under the [Cycle Tracks Act 1984](#), local highway authorities can make an order to convert a footpath into a cycle track. Orders that have unresolved objections must be referred to the Secretary of State for Transport to confirm. So our next step will be to pass your comments to the Secretary of State and to request confirmation of the Cycle Track Order. The Secretary of State may decide to call a public inquiry, so that an inspector can hear the objections and then report back before a decision is made, or decide that this is not necessary. If there is a public inquiry, then objectors will have an opportunity to speak.

If you have any further comments to add, please can you send them to me by 28th February? This will ensure that we can include it in information submitted to the Secretary of State.

If you need any other information, please do not hesitate to contact me.

Alison

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

Tel 01926 413950
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My usual working hours are 9am to 5pm, Monday to Thursday

THE WARWICKSHIRE COUNTY COUNCIL (FOOTPATH ADJACENT TO HARBURY LANE, WARWICK) CYCLE TRACK ORDER 2024

Summary of correspondence relating to the Cycle Track Order

Between Warwickshire County Council and Mr Marian Purcaru, 11 Achilles Close

Item ref.	Date	Communication	From
1	7 October 2024	Hand delivered letter to residents adjacent to footpath (Regulation 3 of the Cycle Track Order)	Alison Kennedy Warwickshire County Council to residents
2	7 November 2024	Email	Cameron Lowe Warwickshire County Council
3	7 November 2024	Email	M Purcaru
4	8 November 2024	Email	Cameron Lowe Warwickshire County Council
5	11 November 2024	Email	M Purcaru
6	12 November 2024	Email	Cameron Lowe Warwickshire County Council
7	13 November 2024	Email	M Purcaru
8	13 November 2024	Email	Cameron Lowe Warwickshire County Council
9	13 November 2024	Email	M Purcaru
10	3 December 2024	Hand delivered letter to residents adjacent to footpath (Regulation 4 of the Cycle Track Order)	Alison Kennedy Warwickshire County Council to residents
11	10 December 2024	Email	M Purcaru
12	12 December 2024	Email	Alison Kennedy Warwickshire County Council
13	19 December 2024	Email – for information only – superceded by subsequent email	M Purcaru
14	19 December 2024	Email	M Purcaru
15	27 January 2025	Email	Alison Kennedy Warwickshire County Council
16	28 January 2025	Email	M Purcaru
17	30 January 2025	Email	Alison Kennedy Warwickshire County Council
18	13 February 2025	Email	Alison Kennedy Warwickshire County Council

Our ref: Harbury Lane CTO Reg3

7 October 2024



**Transport Strategy & Road Safety
Transport Planning Unit**
Shire Hall
Warwick
CV34 4SX
Tel: 01926 413950

alisonkennedy@warwickshire.gov.uk
www.warwickshire.gov.uk

Dear Sir/ Madam

**CYCLE TRACKS ACT 1984
HARBURY LANE, WARWICK - PROPOSED CYCLE TRACKS ORDER**

Warwickshire County Council is considering making a Cycle Tracks Order pursuant to the Cycle Tracks Act 1984, the effect of which would be to convert a footpath into a 3 metre wide shared use cycle track with a right of way for pedal cycles and on foot.

A drawing showing the length of footpath proposed to be converted coloured orange is included overleaf and available online at <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8>. A statement setting out the Council's reasons for proposing this scheme is included below.

If you wish to make any comments or representations relating to this proposal, please send these via email to alisonkennedy@warwickshire.gov.uk by no later than 4 November 2024.

Reasons:

The County Council is considering making a Cycle Tracks Order pursuant to the Cycle Tracks Act 1984, the effect of which would be to create a 3m wide route as shown coloured orange in the attached drawing numbered 9.2-C43-017-014, converting the existing footpath into a shared use cycle track for use by people walking, wheeling and cycling. The County Council is required, pursuant to the Cycle Tracks Regulations Act 1984, to consult with organisations representing persons who use the footpath, District and Parish Councils, statutory undertakers whose operational land is crossed by the route and the chief officer of Police prior to making a Cycle Tracks Order.

Improvement works are underway to upgrade and widen the surface of the footpath and provide lighting, to provide all-weather and all-year round connections between homes, schools and local amenities. Lighting columns will be six metres in height and include back-shields to prevent light pollution into adjacent properties. LED lanterns with low Kelvin and low Wattage will be directed onto the footpath to minimise impact to properties and wildlife.

*Working for
Warwickshire*

Local community engagement in Autumn 2023 demonstrated support for path improvements and provision of cycling connections along Harbury Lane. Further details are available online: <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8>

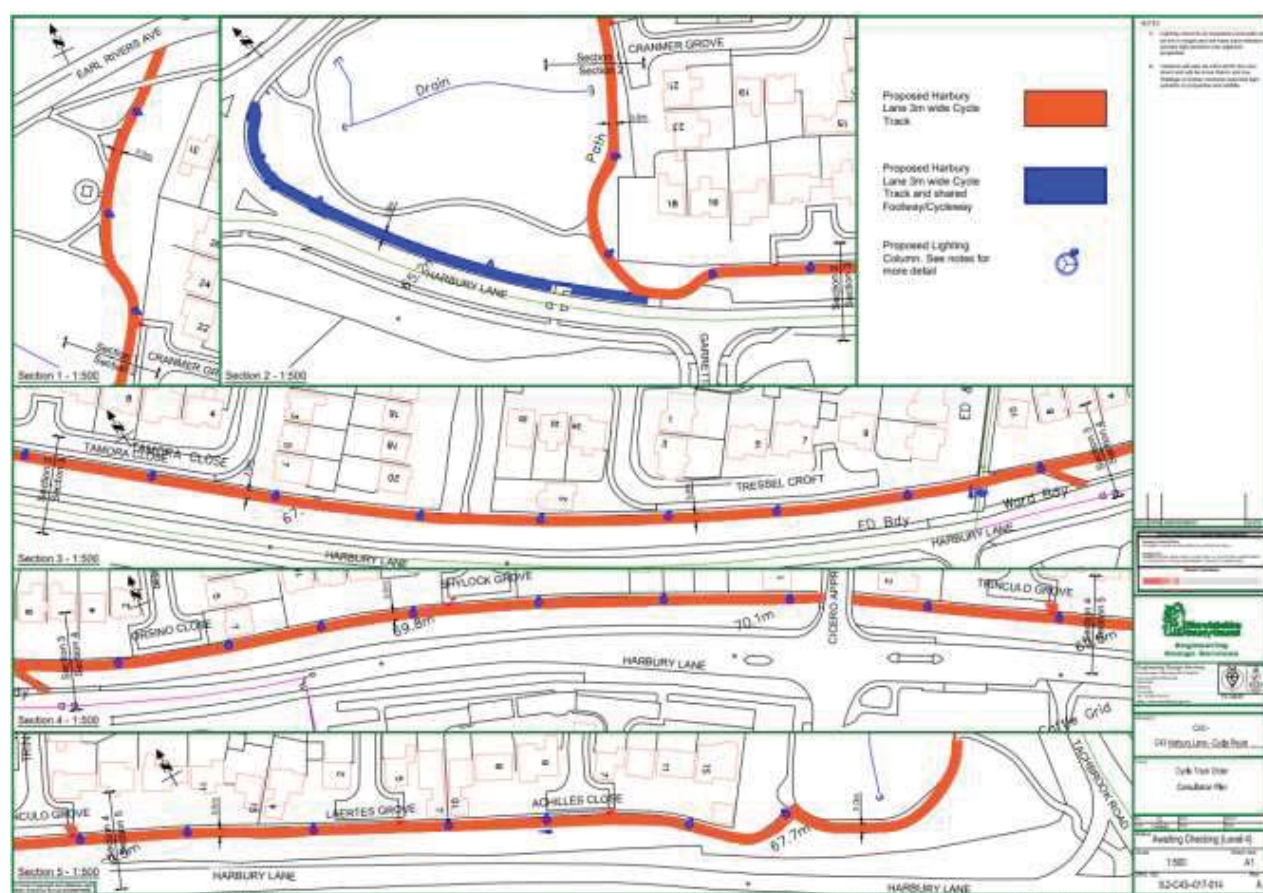
If you need any further information, please do not hesitate to contact me.

Yours faithfully



Principal Transport Planner
Transport Strategy and Road Safety Group

cc. Councillor Jan Matecki and Councillor Parminder Singh Birdi



Item ref.	Date	Communication	From
2	7 November 2024	Email	Cameron Lowe Warwickshire County Council

On Thu, Nov 7, 2024, 16:24 Cameron Lowe <cameronlowe@warwickshire.gov.uk> wrote:

OFFICIAL

Good Afternoon Marian,

I am the lead project engineer on the project to deliver the new footpath upgrade that is being built along Harbury Lane. My colleague has forwarded me your query regarding your concerns about drainage.

As part of the work, we are installing soak away drains along the length of the path in areas that will be particularly susceptible to ponding and drainage. Furthermore, the path will fall towards Harbury Lane into the verge and ditch so the rainwater will not fall towards the adjoining streets.

If you have any further questions, please feel free to get in touch.

Kind regards,

Cameron Lowe

Graduate Highway Engineer | Engineering Design Services | Environment Services

Warwickshire County Council

T: (01926) 73 8814 E: cameronlowe@warwickshire.gov.uk

P: Communities Directorate | Shire Hall Post Room | Northgate Street | Warwick | CV34 4SP

This transmission is intended for the named addressee(s) only and may contain confidential, sensitive or personal information and should be handled accordingly. Unless you are the named addressee (or authorised to receive it for the addressee) you may not copy or use it, or disclose it to anyone else. If you have received this transmission in error please notify the sender immediately. All email traffic sent to or from us may be subject to recording and/or monitoring in accordance with relevant legislation.

Item ref.	Date	Communication	From
3	7 November 2024	Email	M Purcaru

From: Marian Purcaru
Sent: 07 November 2024 18:16
To: Cameron Lowe <cameronlowe@warwickshire.gov.uk>
Subject: Re: Harbury Lane Footpath Improvements

Hi Cameron

The fact the new path will have a slope to the Harbury line is positive.

Also the soakaway drains are good if will be cleaned in time but how the tree and the bushed around this path was rarely cuted and cleaned. I am skeptical that the soakaway drain will be cleaned and will work. Please consider that a big amount of leafs fall in this area and how my drain gets clogged to the every big rain , I expect that same will be with your soak away drain

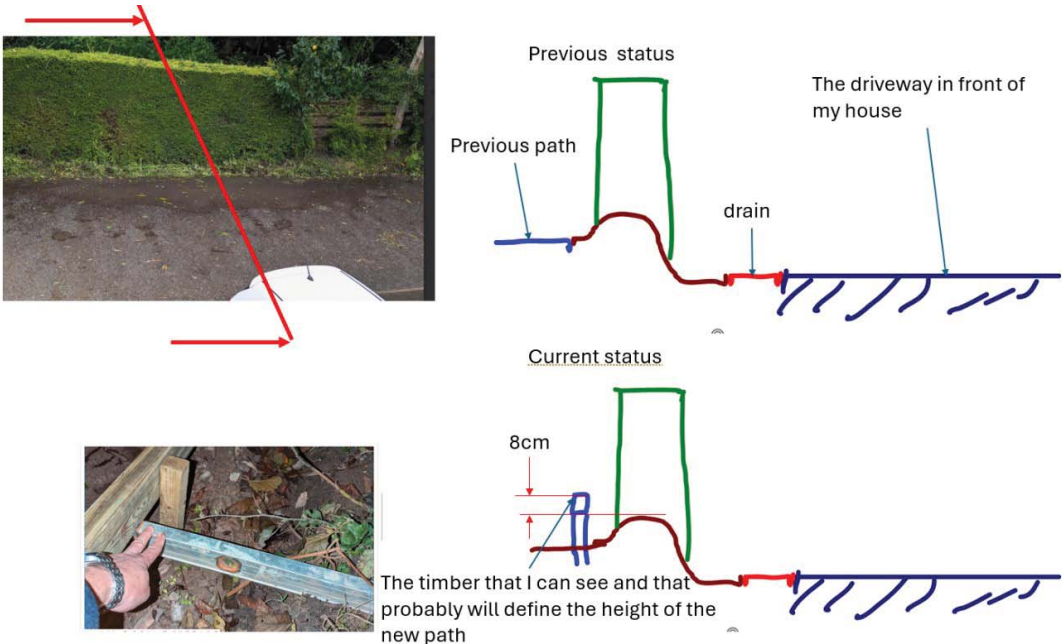
But the big concern is that near the edge of path that is near my propriety will be accumulated of the ground and will be increase the area the ground that will discharge water in my drain and that will transport more leafs and ground that will block more isi my drain

If the elevation of the timber that in now on the path represent the maximum elevation of the new path that mean that new path is minimum 10 cm higher that the old one

Is it possible that you send me a section with the new path how will be near the drain in front of Achilles close 11?

Thanks and regards

Marian Purcaru







Item ref.	Date	Communication	From
4	8 November 2024	Email	Cameron Lowe Warwickshire County Council

On Fri, 8 Nov 2024 at 10:10, Cameron Lowe <cameronlowe@warwickshire.gov.uk> wrote:

Good Morning Marian,

I understand your concerns, however the raised edging will be the high point of the path, sloping towards Harbury Lane. This means the path is unlikely to drain towards your property at all. The proposed soakaway drains are very low maintenance and are there for attenuation purposes. These are essentially trenches filled with loose gravel. This means when it rains, these trenches take the water from the path and contain it to allow it to gradually seep into the ground. This should be able to handle most rainfall and shouldn't be too negatively impacted by falling leaves. This will need occasional maintenance to replace the stone and clear it from leaves, but this should be a better solution than what existed previously, where the water had nowhere to go.

Furthermore, the raised timber edging ensures any ponding/flooding will occur on the Harbury Lane side of the path and not your property side (not that we expect it to flood at all).

I don't have any cross sections for you as a project like this doesn't require that much complex detail, but hopefully my explanation has satisfied your concerns. Your attached photographs are very interesting in showing what drainage problems have occurred in the past, so I can understand why you are worried about the project making it worse.

If you have any further queries, please let me know.

Kind regards,

Cameron Lowe

Graduate Highway Engineer | Engineering Design Services | Environment Services

Warwickshire County Council

T: (01926) 73 8814 E: cameronlowe@warwickshire.gov.uk

P: Communities Directorate | Shire Hall Post Room | Northgate Street | Warwick | CV34 4SP

From: Marian Purcaru

Sent: 07 November 2024 18:16

To: Cameron Lowe <cameronlowe@warwickshire.gov.uk>

Subject: Re: Harbury Lane Footpath Improvements

Hi Cameron

The fact the new path will have a slope to the Harbury line is positive.

Also the soakaway drains are good if will be cleaned in time but how the tree and the bushed around this path was rarely cuted and cleaned. I am skeptical that the soakaway drain will be cleaned and will work. Please consider that a big amount of leafs fall in this area and how my drain gets clogged to the every big rain , I expect that same will be with your soak away drain

But the big concern is that near the edge of path that is near my propriety will be accumulated of the ground and will be increase the area the ground that will discharge water in my drain and that will transport more leafs and ground that will block more isi my drain

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Is it possible that you send me a section with the new path how will be near the drain in front of Achilles close 11?

Thanks and regards

Marian Purcaru

Item ref.	Date	Communication	From
5	11 November 2024	Email	M Purcaru

From:
Sent:
To:
Cc:
Subject:

Marian Purcaru
11 November 2024 08:07
Cameron Lowe
Alison Kennedy; Aaron Feighoney
Re: Harbury Lane Footpath Improvements

Hello

Thanks for all the measures that you take

To do shorten the discussion. If in the future I will send you pictures or videos that show that the water comes from the public area to the sewage that is on my property I expect that the council will take actions. You told me that this will not happen Please confirm this and we can stop the discussion This because thenew path is at minimum 10 cm higher(probably 20cm) that the previous one

Best regards

Marian

On Fri, 8 Nov 2024 at 10:10, Cameron Lowe <cameronlowe@warwickshire.gov.uk> wrote:

Good Morning Marian,

I understand your concerns, however the raised edging will be the high point of the path, sloping towards Harbury Lane. This means the path is unlikely to drain towards your property at all. The proposed soakaway drains are very low maintenance and are there for attenuation purposes. These are essentially trenches filled with loose gravel. This means when it rains, these trenches take the water from the path and contain it to allow it to gradually seep into the ground. This should be able to handle most rainfall and shouldn't be too negatively impacted by falling leaves. This will need occasional maintenance to replace the stone and clear it from leaves, but this should be a better solution than what existed previously, where the water had nowhere to go.

Furthermore, the raised timber edging ensures any ponding/flooding will occur on the Harbury Lane side of the path and not your property side (not that we expect it to flood at all).

I don't have any cross sections for you as a project like this doesn't require that much complex detail, but hopefully my explanation has satisfied your concerns. Your attached photographs are very interesting in showing what drainage problems have occurred in the past, so I can understand why you are worried about the project making it worse.

If you have any further queries, please let me know.

Kind regards,

Cameron Lowe
Graduate Highway Engineer | Engineering Design Services | Environment Services
Warwickshire County Council

Item ref.	Date	Communication	From
6	12 November 2024	Email	Cameron Lowe Warwickshire County Council

From:

Sent:

To:

Cc:

Subject:

Attachments:

Cameron Lowe

12 November 2024 12:37

Marian Purcaru

Alison Kennedy; Aaron Feighoney

Re: Harbury Lane Footpath Improvements

Achilles Close sketch.png; Achilles Close Google Streetview.jpg

OFFICIAL

Hi Marian,

I can tell you that there should not be any water run-off from the path onto your drive. I have attached a rough cross-sectional sketch to show what would happen in event of a major rainfall. The increased height of the path would make it less likely to spill onto your drive. I can't guarantee that this won't flood in the event of some of the most serious storms, but the path shouldn't flood onto your driveway in most incidences.

Having taken a closer look at your sketches and photographs, as well as looking on Google maps (see attached screenshot), it looks like the ponding issue on your drive could be the result of a blocked gully drain. If this hasn't been maintained/emptied, it won't be able to take away the water from your driveway and will create a puddle like what is shown in your photographs.

I will be visiting the site on Wednesday morning to check on progress of the main work, but while I'm there, I will check that what has been installed is correct and won't make the situation on your driveway worse. I will also see if there is an issue with the gully and check whether that is the reason for the ponding.

If you are available on Wednesday morning, you are more than welcome to join me with the inspection, and we can have a chat about what is causing the ponding and whether there is anything we can change to resolve it if necessary. I am planning on being on site between 9:00 and 10:00.

It is our responsibility as a Highway Authority to make sure our roads and paths do not drain onto private land so if water from this path does run off onto your drive, we will need to come up with a solution. If there is an issue with the gully drain, it will be the responsibility of the driveway owner to maintain it as it is a private driveway, although I will try and help with this issue where practically possible.

Please let me know if you are available tomorrow. It's always much easier to chat about these things in person I feel, but I understand that this is relatively short notice and this is during the working day.

Kind regards,

Cameron Lowe

Graduate Highway Engineer | Engineering Design Services | Environment Services

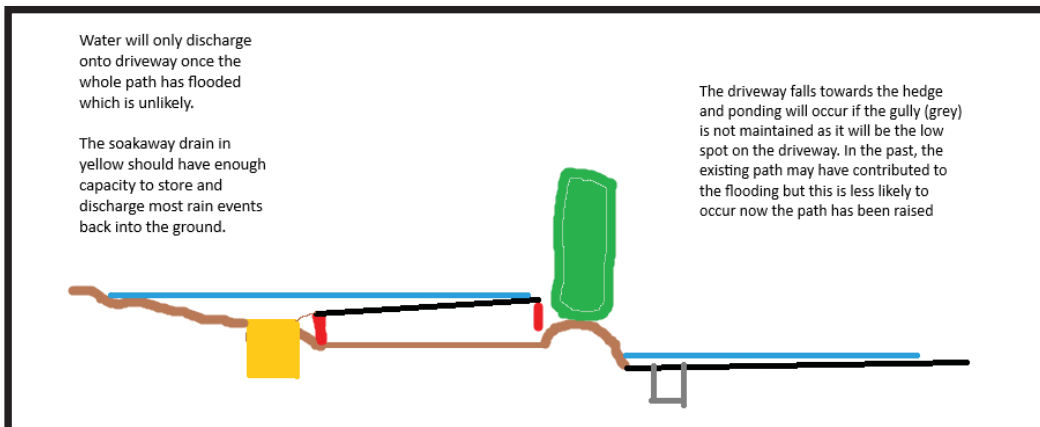
Warwickshire County Council

T: (01926) 73 8814 E: cameronlowe@warwickshire.gov.uk

P: Communities Directorate | Shire Hall Post Room | Northgate Street | Warwick | CV34 4SP

Attachments:

Achilles Close Sketch



Achilles Close Google Streetview:



Item ref.	Date	Communication	From
7	13 November 2024	Email	M Purcaru

From: Marian Purcaru
Sent: 13 November 2024 09:36
To: Cameron Lowe <cameronlowe@warwickshire.gov.uk>
Cc: Alison Kennedy <alisonkennedy@warwickshire.gov.uk>; Aaron Feighoney <aaronfeighoney@warwickshire.gov.uk>
Subject: Re: Harbury Lane Footpath Improvements

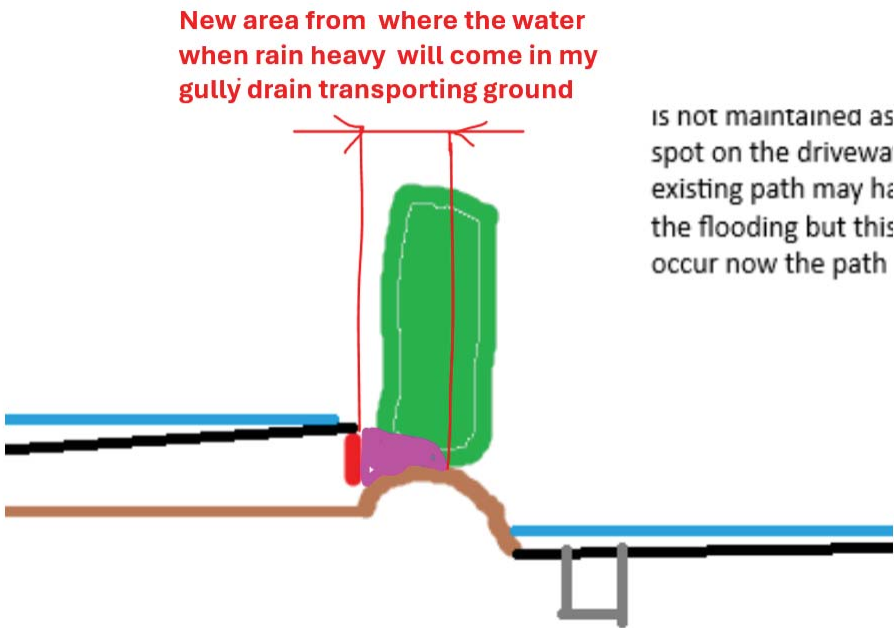
Hi.

yes the problem is the block of the gully drain. You should understand why this gully drain is blocked. Because when we have heavy rain, the water transports the ground inside. I don't speak when rains normally, only when we have a heavy rain.

with the new construction you almost double the area from where the water transport grond in my gully drain.

when can speak when you will be here:

attach this picture for the discussion:



regards
Marian

Item ref.	Date	Communication	From
8	13 November 2024	Email	Cameron Lowe Warwickshire County Council

From:
Sent:
To:
Cc:
Subject:

Cameron Lowe
13 November 2024 14:18
Marian Purcaru
Alison Kennedy; Aaron Feighoney
Re: Harbury Lane Footpath Improvements

OFFICIAL

Hi Marian,

It was good to chat to you this morning. As we discussed, if there is a significant amount of water being discharged onto the drive from the path, then yes, we will need to come and fix it. That section of dirt between the hedge and the path really should not erode enough to clog the drain and I really do insist that the main issue is that it's clogged with leaves. This massively restricts the flow capacity of the gully, so the water won't get away. Once most of the leaves have dropped from the trees is the best time to empty gullies as it will then be ready to take water from the storms in the winter and autumn.

If there is dirt washing into the gully from the side of the path, there shouldn't be enough that it gets blocked more than it would from leaves. The underground pipes should flow into chambers called catch pits that collect the dirt from gullies as it gets washed through, so this amount of dirt won't be the problem.

As I mentioned though, if there is a lot of water coming from the path, then we will need to come up with a solution, but until then, I strongly recommend you empty the leaves out of the gully before the next heavy rain and your driveway will drain.

Please keep me updated next time we get a heavy rain as I'd really like to see what happens so we can come up with a solution as quickly as possible if required.

Let me know if you need more information.

Kind regards,

Cameron Lowe

Graduate Highway Engineer | Engineering Design Services | Environment Services
Warwickshire County Council
T: (01926) 73 8814 E: cameronlowe@warwickshire.gov.uk
P: Communities Directorate | Shire Hall Post Room | Northgate Street | Warwick | CV34 4SP

Item ref.	Date	Communication	From
9	13 November 2024	Email	M Purcaru

From: Marian Purcaru
Sent: 13 November 2024 16:46
To: Cameron Lowe <cameronlowe@warwickshire.gov.uk>
Subject: Re: Harbury Lane Footpath Improvements

Thanks for the chat in the morning. If will be any problem at next hevly raining I will net you know.
Have a good evening

Regards

On Wed, 13 Nov 2024 at 14:17, Cameron Lowe <cameronlowe@warwickshire.gov.uk> wrote:

OFFICIAL

Hi Marian,

It was good to chat to you this morning. As we discussed, if there is a significant amount of water being discharged onto the drive from the path, then yes, we will need to come and fix it. That section of dirt between the hedge and the path really should not erode enough to clog the drain and I really do insist that the main issue is that it's clogged with leaves. This massively restricts the flow capacity of the gully, so the water won't get away. Once most of the leaves have dropped from the trees is the best time to empty gullies as it will then be ready to take water from the storms in the winter and autumn.

If there is dirt washing into the gully from the side of the path, there shouldn't be enough that it gets blocked more than it would from leaves. The underground pipes should flow into chambers called catch pits that collect the dirt from gullies as it gets washed through, so this amount of dirt won't be the problem.

As I mentioned though, if there is a lot of water coming from the path, then we will need to come up with a solution, but until then, I strongly recommend you empty the leaves out of the gully before the next heavy rain and your driveway will drain.

Please keep me updated next time we get a heavy rain as I'd really like to see what happens so we can come up with a solution as quickly as possible if required.

Let me know if you need more information.

Kind regards,

Cameron Lowe
Graduate Highway Engineer | Engineering Design Services | Environment Services
Warwickshire County Council
T: (01926) 73 8814 E: cameronlowe@warwickshire.gov.uk
P: Communities Directorate | Shire Hall Post Room | Northgate Street | Warwick | CV34 4SP

Our ref: Harbury Lane CTO Reg4

3 December 2024



**Transport Strategy & Road Safety
Transport Planning Unit**
Shire Hall
Warwick
CV34 4SX
Tel: 01926 413950

alisonkennedy@warwickshire.gov.uk
www.warwickshire.gov.uk

Dear Sir/ Madam

**THE WARWICKSHIRE COUNTY COUNCIL (FOOTPATH ADJACENT TO HARBURY
LANE, WARWICK) CYCLE TRACK ORDER 2024**

I write to advise you that Warwickshire County Council made the above named Cycle Track Order on 28 November 2024, the effect of which (if the Order is confirmed) would be to convert a footpath into a shared use cycle track with a right of way for pedal cycles and on foot. Please find enclosed a copy of the public notice, together with a copy of the Cycle Track Order Plan. Information is also available online:

<https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8>

If you wish to make a representation or objection to the proposed confirmation of the Cycle Track Order, please write to Alison Kennedy, Principal Transport Planner, Warwickshire County Council, Communities Directorate, Shire Hall Post Room, Northgate Street, Warwick, CV34 4RL or email alisonkennedy@warwickshire.gov.uk. Objections, representations, and the name of the objector or person making a representation, will normally be treated as public information and may be published. For further information on how Warwickshire County Council processes personal data please refer to the Customer Privacy Notice which is available at <https://www.warwickshire.gov.uk/privacy>.

Objections and representations must be sent so as to be received by 10 January 2025.

Works started in August 2024 to upgrade the surface of the footpath and widen (to a maximum of 3.0 metres). These works are expected to be substantially completed by the end of 2024. Lighting and new access points onto the paths are proposed for 2025, together with tidying up and planting. For enquiries about these works, the Cycle Track Order or requests for information in other formats, please contact Alison Kennedy on 01926 413950 or alisonkennedy@warwickshire.gov.uk.

Yours faithfully

A handwritten signature in blue ink that reads "Alison Kennedy".

Principal Transport Planner
Transport Strategy and Road Safety Group

cc. Councillor Jan Matecki and Councillor Parminder Singh Birdi

A handwritten signature in green ink that reads "Working for Warwickshire".

CYCLE TRACK ORDER - NOTICE

WARWICKSHIRE COUNTY COUNCIL

CYCLE TRACKS ACT 1984

CONVERSION OF A FOOTPATH TO A CYCLE TRACK

THE WARWICKSHIRE COUNTY COUNCIL
(FOOTPATH ADJACENT TO HARBURY LANE, WARWICK)
CYCLE TRACK ORDER 2024

Warwickshire County Council hereby gives notice that it has made (but not yet confirmed) an Order under section 3 of the Cycle Tracks Act 1984, the effect of which will be to convert a footpath, as described in the Schedule below, into a shared use cycle track with a right of way for pedal cycles and on foot.

The Order requires confirmation and shall not come into operation until the date on which a further notice is published indicating that the Order has been confirmed in accordance with Regulation 10 of the Cycle Tracks Regulations 1984.

A copy of the unconfirmed Order and associated plan are available to view, free of charge, online at <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8> and at the Main Reception, Shire Hall, Market Place, Warwick.

Any enquiries relating to the Order may be made to Alison Kennedy, Principal Transport Planner, Warwickshire County Council (email: alisonkennedy@warwickshire.gov.uk).

Any objections or representations to the proposed confirmation of the Order, which must be in writing and specify the grounds on which they are made, should be addressed to Alison Kennedy, Principal Transport Planner, Warwickshire County Council, Communities Directorate, Shire Hall Post Room, Northgate Street, Warwick, CV34 4RL or sent by email to alisonkennedy@warwickshire.gov.uk. Objections, representations, and the name of the objector or person making a representation, will normally be treated as public information and may be published. For further information on how Warwickshire County Council processes personal data please refer to the Customer Privacy Notice which is available at <https://www.warwickshire.gov.uk/privacy>. Objections and representations must be sent so as to be received by 10 January 2025.

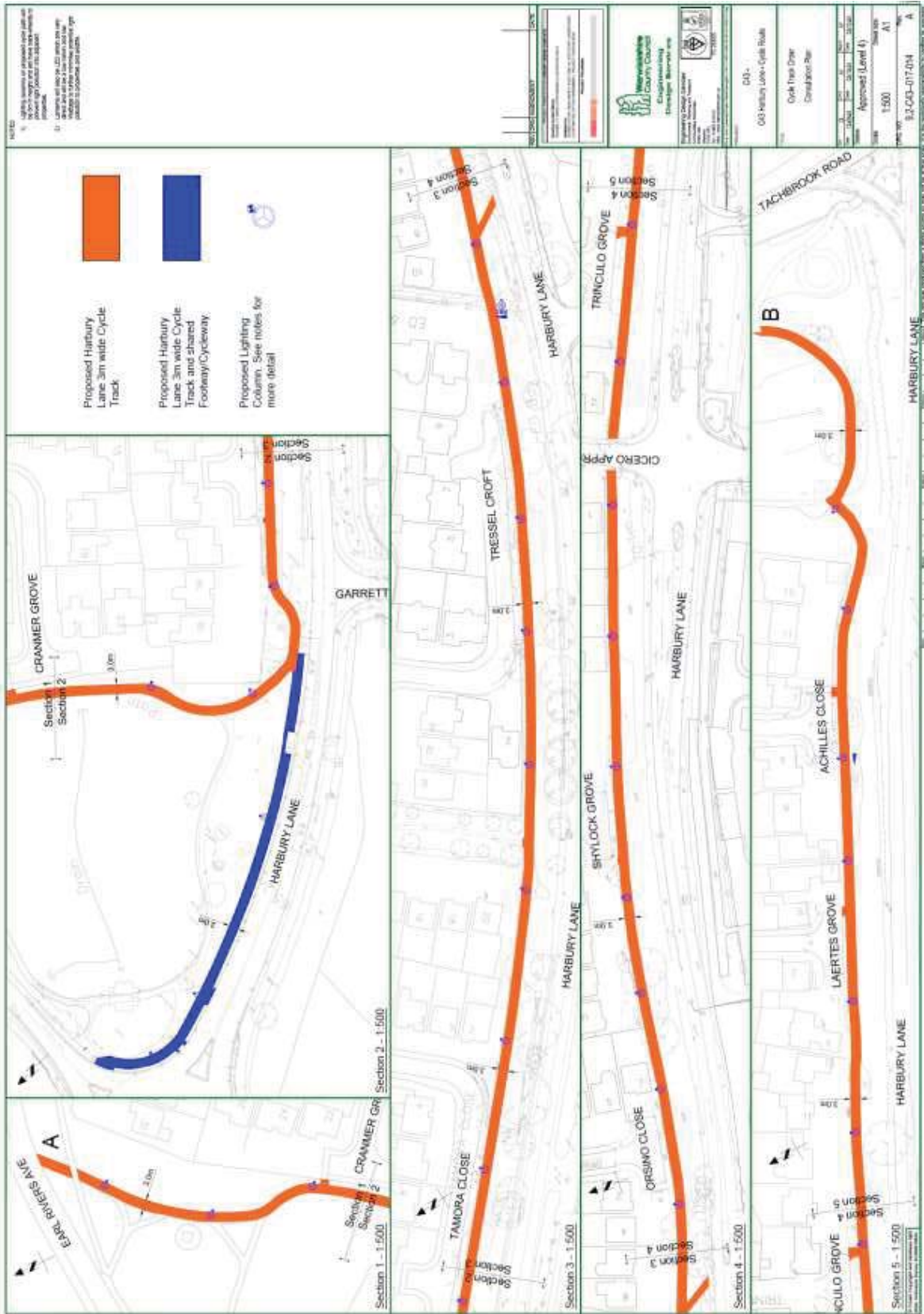
SCHEDULE

That section of unnamed footpath which is coloured orange on the Plan (which extends from point A as shown on the Plan at its junction with Earl Rivers Avenue, generally southwards and then south-eastwards to point B as shown on the Plan near to its junction with Tachbrook Road) having a width of approximately 3 metres.

S Duxbury
Director of Strategy, Planning & Governance

Shire Hall, Warwick
5 December 2024

CYCLE TRACK ORDER - PLAN



Item ref.	Date	Communication	From
11	10 December 2024	Email	M Purcaru

From: Marian Purcaru
Sent: 10 December 2024 09:04
To: Alison Kennedy
Subject: Footpath adjacent harbury line
Attachments: 1000008704.jpg; 1000008705.jpg; 1000008703.jpg; 1000008706.jpg

Hello

I received a letter from the Warick council where was requested our objection regarding the work that was made

1. the worker didn't clear after them. On Achilles close in front of number 9 you can find a heap of tamac that was let by the builders when was builded the path. See the picture
2. The fence becomes support for the ground. Because the elevension rises around 20mm the fence supports the ground not falling down. How long the council takes the responsibility to replace the fence any time when broken I don't have any objection. But I want a written confirmation of their responsibility. If not, I want the elevation of the ground around the fence to return the previous elevation. See the pictures.
3. because the elevation of the path raised by around 20cm the surface from where the water is collected in the gully that is in front of my house has doubled. The problem is that when we have heavy rain the water transport ground and block the gully. Was some heavy rain this days but because the area wasn't clean I can't proof now, I should wait next one. The most easy solution is that the Council take responsibility to clean the gully
4. The fence was cutted to create an access point in front of Achilles Close 9 . I don't know exactly the rules and the laws but I don't think that you can cut something that isn't yours. Section 31 of the Highways Act 1980 shows that after 20 year the right to pass and way not to "not pass" become permanent. The fence has been here for more that 20 years , I am not ok to create an access point in that area. I would like to know what are the legal considerations that allow you to cut the fence and to create an access point
5. If I can't have any legal objection for a new access point. Please respect the project that shows a connection between the new path and the Achilles Close that wasn't builded. Now to pass from one side to other you should step in mud
6. The lighting column in front of Achilles Close number 15 is not installed

Regards

Attachments:

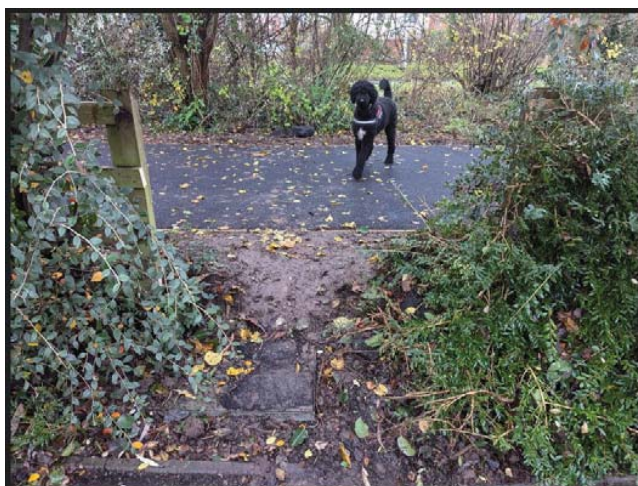
100000008704.jpg



1000008705.jpg



1000008703.jpg



1000008706.jpg



Item ref.	Date	Communication	From
12	12 December 2024	Email	Alison Kennedy Warwickshire County Council

From: Alison Kennedy
Sent: 12 December 2024 12:21
To: Marian Purcaru
Subject: RE: Footpath adjacent harbury line

Hello

Thank you for your email and thank you for sharing the photos about the footpath works on Harbury Lane. Most of the main footpath works have now been completed but our contractors will remain on site until early 2025 for the final measures. Officers from Warwickshire County Council have been on site regularly to check on progress and pick up on any issues. It is really helpful to get your feedback too so that we can pick up these issues with the contractors. In reply to your specific points:

1. Construction materials left on Achilles Close – these should be cleared away and we have already spoken to the contractors about this. We will follow up again.
2. Soil around the fence – we will ask the contractors to reduce the level of soil along the fence, and make good any damage to the fence posts or rails.
3. Gully on private access off Achilles Close – I understand that you have previously met with my colleague Cameron Lowe about this. We have looked carefully at drainage along the footpath. It seems that the drainage issues at this gully are linked to the accumulation of leaves in this area and not water run-off from the footpath. The gully is not on public highway, so is the responsibility of the landowner.
4. Fence gap/ permanent access point – Warwickshire County Council as the highway authority has statutory powers to install, alter and remove fences and is responsible for the fence between the adopted highway (turning head on Achilles Close) and the public footpath. There isn't an opportunity to object to works on the fence but there is an opportunity to object to the proposed confirmation of the Cycle Tracks Order which converts the footpath into a shared use cycle track with a right of way for pedal cycles and on foot, and includes a permanent pedestrian/ cycle access point onto the path from Achilles Close (as shown on the [Cycle Track Order plan](#) and the [scheme plan](#)).
5. Fence gap/ temporary access point - A temporary pedestrian access point was created recently for construction use only, as the contractors needed to move materials safely between the footpath and their vehicles. The proposed permanent access point would have an asphalt surface.
6. Lighting columns - installation of lighting is proposed for early in 2025.

I hope this is helpful but if you would like any additional information, please let me know.

Alison

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

Tel 01926 413950

Item ref.	Date	Communication	From
13	19 December 2024	Email – for information only – superceded by subsequent email	M Purcaru

From:
Sent:
To:
Subject:

Marian Purcaru
19 December 2024 09:34
Alison Kennedy
Re: Footpath adjacent harbury line

Hi Alison

I have some answers

3. the problem number 3 isn't the gully on private access. The problem is that because the path is probably 20cm higher, the quantity of water with ground that comes from the area between the 2 ways increases and also the quantity of ground that is transported in our gully. This was already agreed with your colleague. I spoke to check what happen when will be a strong rain but sive then the strong rain was only in the night or when I was to work, so, I can't observed what happened. I continue to wait a strong rain when I can observe if water comes with the ground from the new part. I spoke with your colleague before tthat you added extra ground . Now I think that is worts

4 . thanks for the explanation . I object for permanent pedestrian/ cycle access point onto the path from Achilles Close for the following reasons:

On Thu, 12 Dec 2024 at 12:21, Alison Kennedy <alisonkennedy@warwickshire.gov.uk> wrote:

OFFICIAL

Hello

Thank you for your email and thank you for sharing the photos about the footpath works on Harbury Lane. Most of the main footpath works have now been completed but our contractors will remain on site until early 2025 for the final measures. Officers from Warwickshire County Council have been on site regularly to check on progress and pick up on any issues. It is really helpful to get your feedback too so that we can pick up these issues with the contractors. In reply to your specific points:

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4. Fence gap/ permanent access point – Warwickshire County Council as the highway authority has statutory powers to install, alter and remove fences and is responsible for the fence between the adopted highway (turning head on Achilles Close) and the public footpath. There isn't an opportunity to object to works on the fence but there is an opportunity to object to the proposed confirmation of the Cycle Tracks Order which converts the footpath into a shared use cycle track with a right of way for pedal cycles and on foot, and includes a permanent pedestrian/ cycle access point onto the path from Achilles Close (as shown on the [Cycle Track Order plan](#) and the [scheme plan](#)).

5. Fence gap/ temporary access point - A temporary pedestrian access point was created recently for construction use only, as the contractors needed to move materials safely between the footpath and their vehicles. The proposed permanent access point would have an asphalt surface.

6. Lighting columns - installation of lighting is proposed for early in 2025.

I hope this is helpful but if you would like any additional information, please let me know.

Alison

Alison Kennedy

Principal Transport Planner

Transport Strategy and Road Safety Group

Warwickshire County Council

Tel 01926 413950

Email alisonkennedy@warwickshire.gov.uk

Web www.warwickshire.gov.uk

X [@WCCSafe_Active](#)

Facebook [@WCCSafeActiveTravel](#)

My usual working hours are 9am to 5pm, Monday to Thursday

Item ref.	Date	Communication	From
14	19 December 2024	Email	M Purcaru

From: Marian Purcaru
Sent: 19 December 2024 09:41
To: Alison Kennedy
Subject: Re: Footpath adjacent harbury line

I have some answers
3. the problem number 3 isn't the gully on private access. The problem is that because the path is probably 20cm higher, the quantity of water with ground that comes from the area between the 2 ways increases and also the quantity of ground that is transported in our gully. This was already agreed with your colleague. I spoke to check what happen when will be a strong rain but sive then the strong rain was only in the night or when I was to work, so, I can't observed what happened. I continue to wait a strong rain when I can observe if water comes with the ground from the new part. I spoke with your colleague before that you added extra ground . Now I think that is worse

Please not consider the previous email

thanks and regards
Marian

On Thu, 12 Dec 2024 at 12:21, Alison Kennedy <alisonkennedy@warwickshire.gov.uk> wrote:

OFFICIAL

Hello

Thank you for your email and thank you for sharing the photos about the footpath works on Harbury Lane. Most of the main footpath works have now been completed but our contractors will remain on site until early 2025 for the final measures. Officers from Warwickshire County Council have been on site regularly to check on progress and pick up on any issues. It is really helpful to get your feedback too so that we can pick up these issues with the contractors. In reply to your specific points:

1. Construction materials left on Achilles Close – these should be cleared away and we have already spoken to the contractors about this. We will follow up again.
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4. Fence gap/ permanent access point – Warwickshire County Council as the highway authority has statutory powers to install, alter and remove fences and is responsible for the fence between the

adopted highway (turning head on Achilles Close) and the public footpath. There isn't an opportunity to object to works on the fence but there is an opportunity to object to the proposed confirmation of the Cycle Tracks Order which converts the footpath into a shared use cycle track with a right of way for pedal cycles and on foot, and includes a permanent pedestrian/ cycle access point onto the path from Achilles Close (as shown on the [Cycle Track Order plan](#) and the [scheme plan](#)).

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6. Lighting columns - installation of lighting is proposed for early in 2025.

I hope this is helpful but if you would like any additional information, please let me know.

Alison

Alison Kennedy

Principal Transport Planner

Transport Strategy and Road Safety Group

Warwickshire County Council

Tel 01926 413950

Email alisonkennedy@warwickshire.gov.uk

Web www.warwickshire.gov.uk

X [@WCCSafe_Active](#)

Facebook [@WCCSafeActiveTravel](#)

My usual working hours are 9am to 5pm, Monday to Thursday

Item ref.	Date	Communication	From
15	27 January 2025	Email	Alison Kennedy Warwickshire County Council

From:
Sent:
To:
Subject:

Alison Kennedy
27 January 2025 12:58
Marian Purcaru
Harbury Lane Cycle Track Order - meeting on Tuesday 4 February 2025

Hello

Thank you for your emails regarding the footpath adjacent to Harbury Lane. As you are aware, we consulted on the Cycle Track Order for the footpath during December 2024 and January 2025. We have received a number of comments and objections, including your emails in December 2024.

In order to discuss your concerns in more detail and to review the Cycle Track Order process, I have organised a drop-in session with officers and councillors from Warwickshire County Council on Tuesday 4 February in the function room at Heathcote Community Centre, Cressida Close, Warwick, CV34 6DZ. This is an informal drop-in session and so you are welcome to come along at any time between 4.30pm and 6.30pm.

If you are unable to attend or would like further information ahead of the meeting, please let me know.

Alison

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

Tel 01926 413950
Email alisonkennedy@warwickshire.gov.uk
Web www.warwickshire.gov.uk
X @WCCSafe_Active
Facebook @WCCSafeActiveTravel
My usual working hours are 9am to 5pm, Monday to Thursday

From: Marian Purcaru
Sent: Thursday, December 19, 2024 9:41 AM
To: Alison Kennedy <alisonkennedy@warwickshire.gov.uk>
Subject: Re: Footpath adjacent harbury line

I have some answers

3. the problem number 3 isn't the gully on private access. The problem is that because the path is probably 20cm higher, the quantity of water with ground that comes from the area between the 2 ways increases and also the quantity of ground that is transported in our gully. This was already agreed with your colleague. I spoke to check what happen when will be a strong rain but sive then the strong rain was only in the night or when I was to work, so, I can't observed what happened. I continue to wait a strong rain when I can observe if water comes with the ground from the new part. I spoke with your colleague before that you added extra ground . Now I think that is worse

Please not consider the previous email

Item ref.	Date	Communication	From
16	28 January 2025	Email	M Purcaru

From:
Sent:
To:
Subject:

Marian Purcaru
28 January 2025 11:46
Alison Kennedy
Re: Harbury Lane Cycle Track Order - meeting on Tuesday 4 February 2025

Hi Alison

I am sorry but I not able to be present on 4 February.

From the problems reported in 10th of december and where your feedback was that will be solved no one was completed

1. the heap of tamac is in the same position

2 The fence continue becomes support for the ground

4. the fence was repaired incompleted, from 4 members was added only 3

6. the light wasn't installed

-for the point 4 I need that you first eliminate the extra groud from the point 2

thanks and regards

MArian

11 Achilles Close

CV346EK

On Mon, 27 Jan 2025 at 12:57, Alison Kennedy <alisonkennedy@warwickshire.gov.uk> wrote:

OFFICIAL

Hello

Thank you for your emails regarding the footpath adjacent to Harbury Lane. As you are aware, we consulted on the Cycle Track Order for the footpath during December 2024 and January 2025. We have received a number of comments and objections, including your emails in December 2024.

In order to discuss your concerns in more detail and to review the Cycle Track Order process, I have organised a drop-in session with officers and councillors from Warwickshire County Council on Tuesday 4 February in the function room at Heathcote Community Centre, Cressida Close, Warwick, CV34 6DZ. This is an informal drop-in session and so you are welcome to come along at any time between 4.30pm and 6.30pm.

If you are unable to attend or would like further information ahead of the meeting, please let me know.

Alison

Alison Kennedy

Principal Transport Planner

Transport Strategy and Road Safety Group

Item ref.	Date	Communication	From
17	30 January 2025	Email	Alison Kennedy Warwickshire County Council

From: Alison Kennedy
Sent: 30 January 2025 15:31
To: Marian Purcaru
Subject: RE: Harbury Lane Cycle Track Order - meeting on Tuesday 4 February 2025

Hello

Thanks for getting back to me. I've spoken again with the design team about these issues and we will be getting the contractors back again to sort out the levels of soil and other materials around the paths. We are also having a walk-through next week with officers from Warwick District Council's Greenspaces team. The fence has been repaired with 3 horizontal rails. The lighting is due to be installed once we have completed the legal process for the Cycle Track Order.

On that note, I need to understand whether you wish to pursue an objection to the Cycle Track Order?

Under the Cycle Tracks Act 1984 local highway authorities can make an order to convert a footpath into a cycle track. They can then confirm the order if there are no objections. Orders that have unresolved objections must be referred to the Secretary of State for Transport to confirm. The Secretary of State for Transport will decide whether to:

- call a public inquiry so an inspector can hear the objections and then report back before a decision is made
- not call a public inquiry and make a decision based on the submitted order and its objections

Alison

Alison Kennedy

Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

Tel 01926 413950
Email alisonkennedy@warwickshire.gov.uk
Web www.warwickshire.gov.uk
X @WCCSafe_Active
Facebook @WCCSafeActiveTravel

My usual working hours are 9am to 5pm, Monday to Thursday

Item ref.	Date	Communication	From
18	13 February 2025	Email	Alison Kennedy Warwickshire County Council

From: Alison Kennedy
Sent: 13 February 2025 18:30
To: Marian Purcaru
Subject: Harbury Lane Cycle Track Order - next steps

Hello

I am just writing to advise you of our next steps with regard to the Warwickshire County Council (Footpath Adjacent To Harbury Lane, Warwick) Cycle Track Order 2024.

As mentioned previously, under the Cycle Tracks Act 1984, local highway authorities can make an order to convert a footpath into a cycle track. Orders that have unresolved objections must be referred to the Secretary of State for Transport to confirm. So our next step will be to pass your comments to the Secretary of State and to request confirmation of the Cycle Track Order. The Secretary of State may decide to call a public inquiry, so that an inspector can hear the objections and then report back before a decision is made, or decide that this is not necessary. If there is a public inquiry, then objectors will have an opportunity to speak.

If you have any further comments to add, please can you send them to me by 28th February? This will ensure that we can include it in information submitted to the Secretary of State.

If you need any other information, please do not hesitate to contact me.

Alison

Alison Kennedy
Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

Tel 01926 413950
Email alisonkennedy@warwickshire.gov.uk
Web www.warwickshire.gov.uk
X [@WCCSafe_Active](#)
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My usual working hours are 9am to 5pm, Monday to Thursday

CYCLE TRACKS ACT 1984**CYCLE TRACKS ACT REGULATIONS 1984****LOCAL PUBLIC INQUIRY****THE WARWICKSHIRE COUNTY COUNCIL (FOOTPATH ADJACENT TO HARBURY
LANE, WARWICK) CYCLE TRACK ORDER 2024**

Notice is hereby given that a Local Public Inquiry is to be held into the above Order which has been submitted to the Secretary of State for Transport for confirmation pursuant to section 3(1)(a) of the Cycle Tracks Act 1984. The Inquiry will commence at 10.00am on 18 November 2025 and will be held in Shire Hall, Warwick CV34 4RL by an Independent Inspector appointed for the purpose by the Secretary of State for Transport to hear representations from objectors, the promoting authority and at their discretion, to hear representations from any other persons who may desire to appear and be heard.

The effect of the Order, if it were confirmed, would be to designate the following public footpaths as shared use cycle track with a right of way for pedal cycles and on foot:-

A section of unnamed footpath which is coloured orange on the Order Plan (which extends from point A as shown on the Plan at its junction with Earl Rivers Avenue, generally southwards and then south-eastwards to point B as shown on the Plan near to its junction with Tachbrook Road) having a width of approximately 3 metres.

Any person interested in the subject matter may, as provided for in the above Regulations, appear at the Inquiry either in person or by counsel, solicitor or other representative. Whether or not he/she proposes to appear at the Inquiry, any person may send to the Inspector, prior to the Inquiry, such written representations as they may wish to make in relation to the subject matter at the Inquiry, with a view to their consideration by the Inspector. This should be sent to the Inspector at the National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR or at nationalcasework@dft.gov.uk, quoting reference NATTRAN/WM/CYCLETACK/107.

COPIES of the Order and of the plan referred to therein may be inspected free of charge at all reasonable hours at Main Reception, Shire Hall, Market Place, Warwick, CV34 4RL.

Objectors are reminded that the substance of any objection or representation may be communicated to other people who may be affected by it; that it will be passed to the Inspector holding the Inquiry; and that they may be required to disclose at the Inquiry the objection or representation and, unless there are special reasons to the contrary, the identity of the author.



JENNA MOORE

On behalf of the Department for Transport

OFFICIAL

PUBLIC NOTICES

Statutory Display
Certificate

FROM: P Jaques
Warwickshire County Council
Shire Hall
Market Place
Warwick
CV34 4RL

Our Ref No: NATTRAN/WM/CT/107
CYCLE TRACKS ACT 1984 AND CYCLE TRACKS REGULATIONS 1984
THE WARWICKSHIRE COUNTY COUNCIL (FOOTPATH ADJACENT TO
HARBURY LANE, WARWICK) CYCLE TRACK ORDER 2024

TO: **NATIONAL TRANSPORT CASEWORK TEAM**
TYNESIDE HOUSE
SKINNERBURN ROAD
NEWCASTLE BUSINESS PARK
NEWCASTLE UPON TYNE
NE4 7AR

LOCAL AUTHORITY'S CERTIFICATE

I HEREBY CERTIFY that public notices concerning the above Public Local Inquiry were, as required by Act of Parliament, posted at the ends of the highways affected on 10th September 2025 (date).

Signed Mason Kennedy Date 10/9/25

**PLEASE RETURN IMMEDIATELY AFTER NOTICES
HAVE BEEN POSTED**

OFFICIAL

PINS Ref: NATTRAN/WM/CYCLETACK/107

**PUBLIC INQUIRY FOR THE WARWICKSHIRE COUNTY COUNCIL (FOOTPATH ADJACENT TO
HARBURY LANE, WARWICK) CYCLE TRACK ORDER 2024**

**STATEMENT OF CASE
ON BEHALF OF WARWICKSHIRE COUNTY COUNCIL**

INTRODUCTION

1. This statement is produced on behalf of Warwickshire County Council (“the Council”) for a public inquiry by the Secretary of State to determine the unconfirmed Cycle Track Order (the “Order”) relating to the footpath adjacent to Harbury Lane, Warwick (“the Footpath”)
2. The Council has identified the footpath north of, and running adjacent to, Harbury Lane as being a strategic route for the purposes outlined below, as part of a wider active travel project. It is upgrading this footpath (tarmac surface, widen to 3.0m and introduce street lighting at regular intervals) for approximately one kilometre, alongside Harbury Lane between Tachbrook Road and Garrett Drive, and proposes to convert the upgraded footpath to a shared use footpath/cycle track for use by pedestrians and cyclists in accordance with appropriate signage and markings. The route will be traffic-free.
3. The purpose of the improvements is to:
 - a. Provide an all-weather route that can be used throughout the year and at all times of the day. Prior to footpath improvements, the path was narrow, poorly surfaced and unlit, and particularly difficult to use in the winter and during wet weather conditions.
 - b. Provide a route that is sufficiently wide to enable use by both pedestrians and cyclists including families and people with disabilities.
 - c. Provide a durable route that caters for the growing demand in this area due to the rapid growth in new homes on both sides of Harbury Lane
 - d. Create safer connections along Harbury Lane to link between housing and the new schools, Heathcote Primary School (Garrett Drive) and Oakley School (Oakley Wood Road), including utilising upgraded signal-controlled crossings at the Tachbrook Road/Oakley Wood Road junction.
 - e. Provide a safe parallel route for cyclists along the strategic route of the 40mph Harbury Lane, which has on average almost 10,000 vehicles per weekday.
 - f. Provide connections with existing cycle tracks at Earl Rivers Avenue, Miranda Drive and Tachbrook Road, further linking residential areas and local amenities.
 - g. Promote walking and cycling and thereby support County Council policies on sustainable transport, health and wellbeing, net zero and climate change

4. Other proposed active travel connections to the south side of Harbury Lane have been delayed due to land negotiations. This makes it even more important for this active travel route and the Order to be made for the Council to be able to deliver national and local policies and increase active travel connections in the community. Two new schools serving the area lie to the south side of the Footpath and the Order route is important as it serves to increase connectivity between residential areas to the north and south of the Footpath and connecting existing traffic-free shared use routes to the schools, south of the Footpath.
5. The Footpath is Highway Maintainable at Public Expense (“HMPE”) and the Council, as the Highways Authority, is responsible for management of this. The Council is making the Footpath improvements using its statutory powers under sections 41 and 62 and complying with its general duty under s130 of the Highways Act 1980. In order to convert the Footpath to a shared use route including cycling, a Cycle Track Order is required to be made under section 3 of the Cycle Tracks Act 1984 and the Cycle Tracks Regulations 1984/1431 (“the Regulations”).
6. Following a consultation with the relevant stakeholders under Regulation 3 of the Regulations, on 28 November 2024, the Order was made and sealed pursuant to the above legislative requirements.
7. A consultation under Regulation 4 of the Regulations was undertaken from 3 December 2024 and any objections or comments were invited to be made by 10 January 2025.
8. The Council received five objections in total, four from residents of Achilles Close and one from Cycleways, which has since been withdrawn. Four objections therefore remain, and the matter was referred to the Secretary of State on the 2 May 2025 for confirmation of the Order.
9. The objections received do not relate to the conversion of the footpath into a shared use cycle track facility. Instead, they relate to the proposed access point from Achilles Close to the existing footpath and the Council wishes it to be noted that it is likely that even if the Order is not confirmed, then the access point will be used as a pedestrian link to the improved Footpath for the reasons outlined above.
10. The proposed access point in question lies on land that is HMPE, linking existing public highways and the Council has the power under section 62 of the Highways Act 1980 to make provision for such an access point even in the absence of the Order.

BACKGROUND AND SCHEME DESIGN

11. Harbury Lane is located on the south side of Warwick and Leamington Spa and this area has seen increased development in recent years, including new homes, shops and schools. With increased development the Council must ensure it meets the demands of a growing population, provide inclusive access to all and support sustainable travel patterns for everyday journeys, and support a vibrant economy.

12. In 2021, the Council undertook a review of existing paths and active travel connections which established the Harbury Lane Active Travel Connections Project (“the Project”) to upgrade existing facilities and improve local connections.

13. The Project has evolved as a package of measures to upgrade existing paths and crossings, increasing active travel connections by delivering new footways, cycle tracks and crossing facilities. It has been considered and designed in line with local and national policy and guidance as below,

- a. 2020 Government publication ‘Gear Change’ providing a clear commitment to walking and cycling
- b. 2020 Department for Transport guidance Local Transport Note (LTN) 1/20: Cycle Infrastructure Design particularly
 - i. The Core Principles ‘*coherent, direct, safe, comfortable and attractive*’
 - ii. Para 4.2.11 ‘*On busy strategic roads where a significant reduction in traffic speeds and volumes is not appropriate, safety will need to be achieved by providing dedicated and protected space for cycling, which may involve reallocating existing space within the highway (or providing a parallel route)*’
 - iii. Para 8.1.2
 - ‘*Off-highway routes should be integrated with the wider network, with clear signing to and from adjacent areas, and properly constructed links between the off-road sections and the adjacent highways*’
 - ‘*On some routes access points may be far apart, and the alignment may be separated by level from its surroundings. This may lead to anti-social behaviour, crime and/or the fear of crime. Achieving a good level of social safety should be considered in the design process*’
 - ‘*For year-round utility cycling, a sealed surface is necessary (see Figure 8.1), and street lighting should be provided*’.
- c. 2023 Government ‘Cycling and Walking Investment Strategy’ targeting 50% of all journeys in towns and cities to be walked or cycled by 2030.
- d. Adopted in 2023, the Council’s Local Transport Plan (LTP4), its Core Strategy putting active travel at the top of its transport hierarchy. The LTP Active Travel Strategy includes specific policies to improve accessibility of travel options and provide better and safer routes to promote active travel.
- e. In 2024, Warwickshire’s Local Cycling and Walking Infrastructure Plan (LCWIP) was adopted by the Council. The LCWIP reviews, updates and formalises the walking and cycling network plans for the main urban areas and sets out a prioritised cycling programme of delivery for cycling schemes for the next 10 years and beyond. This ensures high quality infrastructure and supports sustainable travel connections and patterns.
- f. Active Travel England guidance and design review of proposals

14. In May 2022, the Council secured £1.4 million for the Project from Active Travel England and during August and September of 2023, the local community were invited to

comment on the preliminary designs. The responses demonstrated strong support for the Project as follows,

- a. 73.2% agreed or strongly agreed with 'upgraded footpath (tarmac surface, widening to 3.0m) on north side to create shared use footpath/ cycle track'.
 - b. 83.9% agreed or strongly agreed with 'street lighting at regular intervals along upgraded footpath on north side'.
 - c. 84% agreed or strongly agreed with 'new access connections between footpath and residential streets'.
 - d. One third of respondents mentioned concerns about the current condition of paths and roads (17 in total).
15. This local engagement led to amendment of the design to include a further connecting section of footpath between Harbury Lane and Earl Rivers Avenue and to keep the width to 3.0 metres in order to retain as much vegetation as possible. In 2024, the Project formally became a 'Programmed' scheme in Warwickshire's LCWIP.
16. With the opening of the new Oakley School off Oakley Wood Road (for pupils aged 4-16 years), scheduled for September 2024, the Project was divided into two phases in order to deliver early footpath improvements and support the school opening as follows,
 - a. Phase 1: the Footpath
 - b. Phase 2: Completing the missing links between Earl Rivers Avenue and the roundabout junction of Harbury Lane, A452 Europa Way, Gallows Hill and Heathcote Lane.
17. The Footpath was deemed to be in poor condition being narrow, unsurfaced, unlit with limited access points, having been built years ago as part of the Warwick Gates residential area to the north of Harbury Lane. The path was owned and managed by Warwick District Council.
18. On 29 July 2024, the Council entered into a Public Path Creation Agreement with Warwick District Council under section 25 of the Highways Act 1980, whereby the Footpath became part of the highway and maintainable at public expense by the Council.
19. In August 2024, the Council started its improvements of the footpath using its statutory powers under the Highways Act 1980.

THE CYCLE TRACK ORDER

20. The Order's specific measures under the Project are:
 - a. **Widening and surfacing of an existing footpath (approximately one kilometre) running behind a hedge adjacent to the north side of Harbury Lane between Tachbrook Road and Garrett Drive, to create a shared use footpath/ cycle track.** This enables the path to be used all year round for

walking, wheeling and cycling. ('Wheeling' refers to the use of wheelchairs, mobility scooters, prams, pushchairs and push scooters). Providing better wheeling routes supports the Council's public sector duties on equality and people with protected characteristics.

- b. **Widening and surfacing of a connecting section of footpath running between Harbury Lane and Earl Rivers Avenue, to create a shared use footpath/ cycle track.** This enables the path to be used all year round for walking, wheeling and cycling and provides a direct route between an existing cycle route on Earl Rivers Avenue and Heathcote Primary School on Vickers Way.
 - c. **Creation of new pedestrian/ cycle access points between local streets and the footpath adjacent to Harbury Lane.** This opens up the improved footpath and its connections to a larger number of people, thereby reducing distance travelled for local journeys.
 - d. **Provision of street lighting.** This enhances safety for users of the footpath and enables the route to be used for longer periods each day, and throughout the darker months of the year.
21. On 7 October 2024, the Council undertook a consultation with the relevant persons, as per requirements of Regulation 3 of the Regulations.
22. On 28 November 2024, the Order for Harbury Lane was sealed and dated and the Council complied with Regulation 4 of the Regulations as follows;
- a. The press notice was published on 5 December 2024.
 - b. A copy of the unconfirmed Order and associated Plan were available to view at the Main Reception, Shire Hall, Market Place, Warwick and online (copies of the Order, Notice, Plan and Statement of Reasons were uploaded to the WCC web page)
 - c. On 3 December 2024, Cycle Track Order notices with plans were placed at either end of the footpath and at intermediate points.
 - d. Letters with Plans were hand delivered to 60 residents adjacent to the footpath.
 - e. Emails and/or letters were also sent out to those stakeholders consulted under Regulation 3.
 - f. Objections or representations were requested by 10 January 2025.
23. The Council received five objections in total, four from residents of Achilles Close and one from Cycleways, a local campaign group, promoting cycle use within the Warwick District, which has since been withdrawn.
24. The objectors from Achilles Close have been corresponded with and efforts have been made by the Council to understand and address their concerns. All were invited to a drop-in meeting on the 4 February 2025 at the local community centre to discuss their concerns with officers and councillors. Two residents emailed in advance to say that they would not be attending the meeting and the other two did not attend.

25. The objectors were informed on 13 February 2025, by email that the matter would progress to confirmation by the Secretary of State.

OBJECTIONS

1: Concerns over anti-social behaviour and potential criminal activity due to the access point on Achilles Close

26. The objector argues that the access point in front of homes could make them more vulnerable to trespassing and criminal activity and that removal of vegetation and private driveways will remove existing deterrents.
27. There is no proposal to introduce an access point onto private driveways as the Council will show that all land involved is HMPE and therefore the Council can use its powers under the Highways Act 1980 to make improvements including provision of further pedestrian link points and remove any deemed obstructions on the highway.
28. The Footpath and footway on Achilles Close have been used by the public for years but there is currently a wooden fence and vegetation separating the two at the location of the access point.
29. The Council will show there is no evidence to suggest that an access point will increase criminal or anti-social behaviour for the residents of Achilles Close, in fact quite the opposite as follows,
- a. Warwickshire Police have been consulted as part of the statutory process and have not made any objections regarding crime.
 - b. Increased use of an all year round, well-lit and spacious footpath with minimal vegetation removal will increase natural surveillance and act as a natural deterrent to anti-social behaviour and crime.

2: Access point at Achilles Close is not required.

30. The objector states that there is no evident benefit to the immediate or surrounding residents and that therefore an additional access point is not required, given that it has been adequate as it is for over 20 years.
31. The Council will show that there has been considerable development in the area over recent years with new houses, shops, primary and secondary schools and therefore users and demand for access has increased. The estate that Achilles Close lies within is now surrounded by further development and the existing estate paths now connect into a now wider network of paths and crossing points.
32. The alternative access points for Achilles Close to the Footpath are Cicero Approach heading west (approximately 510m) and heading east, Reigner Place (approximately 170m). However, the Council is trying to increase access for all users and meet increasing demand from users. The removal of barriers enables more direct and safer routes and reduces reliance on motor vehicles for short journeys by increasing the local active travel connections.

33. The access point on Achilles Close in particular enables the eastern section of the Footpath to be more closely connected to new residential areas and the new schools.
34. The location of the access point on Achilles Close connects directly with the existing footway and so will provide a safe and continuous route to the Footpath. An existing dropped kerb will enable those wheeled users to comfortably leave or rejoin the carriageway. It's proposed location also avoids the removal of an existing tree.

3: Increase in litter at the access point at Achilles Close

35. The objector states that the increase in school children using the access point will lead to an increase in litter.
36. This objection is not considered to be relevant to the Order or the access point. The Footpath is already used by school children; litter control is managed by Warwick District Council who have already installed additional litter bins in the area.

4: The access point at Achilles Close is not within highway land

37. The objector states that the section of Achilles Close being changed by the access point has always been considered private land and has never been adopted or maintained by the Council. Another objector makes the point that they have maintained the vegetation in the area and that it serves as a crucial barrier for privacy and safety.
38. In November 1998, a s38 Highways Act 1980 Agreement was entered into between Warwick District Council and the developers of the residential estate, which clearly shows that Achilles Close was adopted as public highway up to and including the footway and carriageway turning head, adjacent to the Footpath.
39. Pursuant to Recital 4 of the agreement, Warwick District Council entered into the agreement as agent for Warwickshire County Council, the latter being the Highways Authority. The Council has therefore always been the Highways Authority for the public highway on Achilles Close but the District Council maintained the land on their behalf. In circa 2003, when the agency agreement between the Council and the District Council was not renewed, the Council took on full maintenance responsibility for the land as Highways Authority.
40. The access point will connect the public highway on Achilles Close directly to the public Footpath. The Footpath is HMPE and the Council is responsible for its provision and maintenance following the Public Path Creation Order made in 2025. There is no private land between the two connections that will be utilised.
41. Residents have private driveways but these will not be impacted by the provision of the access point as only existing public highway will be connected.

42. Minimal vegetation will be removed as deemed necessary, but this is on highway land and therefore the Council has powers to remove this if necessary, as before.

5: Property values at Achilles Close will depreciate

43. An objection has been made that if the resident's private drive status is removed, it will lead to property value depreciation.
44. Again, the Council will show that there is no proposal to make any changes to private driveways, only public highway land, therefore this objection is not valid.

6: Concern over impact of previous path construction works on private property at Achilles Close.

45. This objection has been raised in relation to the Footpath improvement works regarding debris being left and blockage of a gulley on their private drive.
46. The Council has addressed the issues which were temporary in nature. The debris has been removed by the contractors and the blocked gulley was considered to be due to leaves, not related to the Footpath, and being the property owner's responsibility.

CONCLUSION

47. The Footpath is an important strategic connection between residential development, amenities and schools, supporting a growing community. The Footpath improvements and Order together ensure that the Council can deliver on its wider commitment to active travel, in line with local and national policy.
48. The community engagement in 2023 demonstrated support for the cycle track, lighting and new access points. There is ongoing support for the Harbury Lane Active Travel Connections project from councillors at Warwickshire County Council, Warwick District Council and Bishops Tachbrook Parish Council.
49. The outstanding objections do not relate to the conversion of the existing footpath to a cycle track but to a single access point on Achilles Close and regardless of whether the Order is confirmed or not, the access point will likely be provided under the Council's Highway Authority powers, to deliver the Project and its wider benefits to the community. The access point is deemed essential to increasing more direct connections between the local footpath and highway network, providing a significant number of residents with safer and more direct routes, therefore encouraging local journeys to use sustainable forms of transport.
50. The Council therefore will invite the Inspector to recommend that the order is confirmed.

Prepared by Pru Jaques, Solicitor for, and on behalf of Warwickshire County Council

List of Documents

Proof of Evidence and appendices

Unconfirmed Cycle Track Order and plan

LCWIP, specifically Part 2 Warwick District Plan

LTP4

LTN 1/20, specifically Chapters 4 and 8

Summary of pre-consultation engagement November 2023

Letters of support

Correspondence with objectors, including Reg 4 letters

Highway extent plan including Land Registry details

S38 agreement and plan for Achilles Close

S25 Creation Agreement for Footpath

From: Andrew Day
Sent: 06 October 2025 20:40
To: NATIONALCASEWORK
Subject: ref NATTRAN/WM/CYCLETRACK/107

Dear Sir / Madam

Re: Harbury Lane Cycle Track Order 2024

I fully support for the Warwickshire County Council's proposed Cycle Track Order 2024 for the footpath adjacent to Harbury Lane, Warwick.

This initiative would significantly improve the local active travel network. Converting the existing footpath into a shared-use cycle track will provide safer, more accessible, and sustainable travel options for residents, particularly those travelling between homes, schools, and local amenities.

The proposed improvements, including widening, surfacing, and lighting, will ensure the route is usable year-round and in all weather conditions. With growing residential development in the surrounding area, the need for enhanced walking and cycling connections is more important than ever.

This scheme will not only help reduce pressure on the road network but also contribute to better air quality, safer school routes, and progress toward Warwickshire's net-zero ambitions.

I believe this project will bring lasting benefits to the community and strongly encourage its confirmation.

Yours sincerely,

Andrew Day

Cllr Andrew Day
Member for Bishop's Tachbrook



PRIVACY NOTICE – DATA PROTECTION

Full details of the personal data that is collected by me in my role as a Councillor, the lawful basis for processing the personal data and details of who it is shared with can be found at https://www.warwickdc.gov.uk/info/20802/privacy_notices or if you would like a copy, please contact me.

What's on - www.warwickdc.gov.uk/events

Latest news - www.warwickdc.gov.uk/news

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Planning Inspector

Councillor Jan Matecki
Warwickshire County Council
PO Box 9, Shire Hall
Warwick, CV34 4RR

Tel: 07392 276788
janmatecki@warwickshire.gov.uk

17 September 2025

Dear Sir/Madam

Re: Harbury Lane Cycle Track Order 2024

As the local County Councillor I am writing to express my full support for the Warwickshire County Council's proposed Cycle Track Order 2024 for the footpath adjacent to Harbury Lane, Warwick.

This initiative represents a significant step forward in improving active travel infrastructure in the area. The conversion of the existing footpath into a shared-use cycle track will provide safer, more accessible, and sustainable travel options for residents, particularly those commuting between homes, schools, and local amenities. The proposed improvements, including widening, surfacing, and lighting, will ensure the route is usable year-round and in all weather conditions.

With growing residential development in the surrounding area, the need for enhanced walking and cycling connections is more important than ever. This scheme will not only help reduce pressure on the road network but also contribute to better air quality, safer school routes, and progress toward Warwickshire's net-zero ambitions.

I understand that a Public Inquiry is scheduled for 18 November 2025, and I hope this letter will be considered as part of the representations in favour of the Order. I believe this project will bring lasting benefits to the community and strongly encourage its confirmation.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "J. Matecki".

Cllr Jan Matecki
Budbrooke & Bishop's Tachbrook Division

From: Alison Kennedy
Sent: 11 November 2025 12:37
To: Marian Purcaru; Pru Jaques
Subject: RE: ref: /pj/E58643

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Saved in Visualfiles

OFFICIAL

Hello

Thank you for your email of 4 November 2025 and for confirming that you do not object to the proposed access point at Achilles Close.

With regard to the fence support, I have been in touch with the project team and their understanding was that this had been resolved. The contractors were out recently and should have addressed all outstanding construction issues. So that we can investigate further if necessary, please could you explain more about your concerns regarding the fence, and provide more details? Thanks,

Alison

Alison Kennedy

Principal Transport Planner
Transport Strategy and Road Safety Group
Warwickshire County Council

Tel 01926 413950
Email alisonkennedy@warwickshire.gov.uk
Web www.warwickshire.gov.uk
X [@WCCSafe_Active](#)
Facebook [@WCCSafeActiveTravel](#)
My usual working hours are 9am to 5pm, Monday to Thursday

From: Pru Jaques
Sent: 05 November 2025 09:43
To: 'Marian Purcaru'
Cc: Alison Kennedy
Subject: RE: ref: /pj/E58643

LNES-VF-ITEMID: #13092:34958563.967::

Dear Mr Purcaru,

Thank you for your email. I have noted your support for the access point itself and will make sure that the Inspector in charge of the Public Inquiry is made aware of this.

Alison Kennedy will be in touch separately to update you on the issue you raise regarding the fence post.

Finally, please accept my apology for using an incorrect title in our recent correspondence, which came direct from legal and not Ms Kennedy. I have ensured that this has now been corrected in our records so that this will not happen again.

Kind regards,

Pru Jaques
Solicitor
Warwickshire Legal Services
Strategy, Planning and Governance
Resources Directorate, Warwickshire County Council

Email: prujaques@warwickshire.gov.uk
Tel: 01926 414151

Please note my normal working pattern is Tuesday, Wednesday and Thursday, mainly between the hours of 8.30am and 4.30pm, but this may differ on occasion.

Warwickshire Legal Services values and encourages agile working, both in the office and remotely. Please be assured that I respect your working pattern and look forward to your response when you are next at work and able to reply. My workday may look different from your workday so please do not feel obligated to respond outside of your normal working hours.

If you need to contact me urgently and I am not available, please email WLSsupport@warwickshire.gov.uk or Tel 01926 414901.



From:**Sent:** 04 November 2025 11:22**To:** Pru Jaques <prudencejaques@warwickshire.gov.uk>; Alison Kennedy <alisonkennedy@warwickshire.gov.uk>**Subject:** ref: /pj/E58643

ref:NATTRAN/WM/CYCLETACK/107

Hello

Regarding the new path that was bullied in front of my house and regarding the documents that I received by mail these days I have 3 comments :

1. In the last email that I sent to Mr Aliston on 28-01-2025 I removed my objection about the new open access point. I can say at this moment that a new access point in that area will be very useful for my family. Probably my email from January didn't say explicitly that I want to remove my objection , so please consider that my family wants the access point.
- 2 I didn't find in the papers that I received anything about my objection to the fact that the fence was used as a support for the ground . It is true that someone from the council told me that this will be solved but nothing happened until now
3. Could you correct in your database my title from Ms in Mr.

Thanks and regards

Marian Purcaru

BISHOP'S TACHBROOK PARISH COUNCIL**Clerk to the Council: Mrs Corinne Hill**

Gaydon Fields Farm, Gaydon CV35 0HF

Tel: 01926 641220 email: clerk@bishopstachbrook.com

4th November, 2025.

Planning Inspector
National Transport Casework Team,
Tyneside House,
Skinnerburn Road,
Newcastle upon Tyne NE4 7AR

Email: nationalcasework@dft.gov.uk, quoting reference

Dear Inspector,

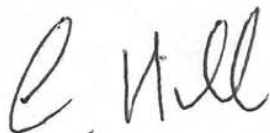
NATTRAN/WM/CYCLETACK/107The Parish Council discussed this order at their meeting on 9th October 2025.

Councillors agreed unanimously to support Warwickshire County Council's proposed Cycle Track Order 2024 for the footpath adjacent to Harbury Lane, Bishop's Tachbrook.

The benefits associated with converting the footpath to a shared-use cycle track will be appreciated across the parish. With Oakley School now open this path allows students to cycle to school in all weathers reducing the need for parents/carers to drive to the school. There is a retirement village nearby which will benefit from the shared use allowing easy walking or cycling. Parents will have a safe, flat, all weather surface for children learning to cycle and ability to safely cycle further within Warwickshire's growing cycle network contributing to a healthy lifestyle.

We hope this letter will be considered as part of the representation in favour of the order.

Yours sincerely,



Corinne Hill
Parish Clerk

**The Warwickshire County Council (footpath adjacent to Harbury Lane,
Warwick) Cycle Track Order 2024**

Warwickshire County Council Summary

October 2025

I am Alison Kennedy and I hold the post of Principal Transport Planner within the Transport Strategy and Road Safety Group at Warwickshire County Council (WCC).

Objections to the **Warwickshire County Council (footpath adjacent to Harbury Lane, Warwick) Cycle Track Order 2024** have previously been forwarded to the Secretary of State. Warwickshire County Council (WCC) requests that the Secretary of State confirms the Order based on the importance of the scheme and reasons that are summarised in this statement, with further details set out in the accompanying Proof of Evidence.

The Harbury Lane Active Travel Connections project is a package of measures to upgrade existing paths and crossings and provide new footways, cycle tracks and crossing facilities. The project will complete missing links to new developments on the south side of Warwick and Leamington Spa, and enable more people to walk, wheel and cycle for local journeys.

The project delivers on Warwickshire County Council's policies on health, sustainability and transport and supports the Government's strategies and targets to increase levels of active travel.

Harbury Lane is a programmed scheme in the Warwickshire Local Cycling and Walking Infrastructure Plan. The project was identified in 2021 and secured funding from Active Travel England in 2022. Designs and phasing of the project have evolved in response to community engagement in 2023 and the opening of new facilities, including Oakley School in Autumn 2024.

The community engagement in 2023 showed that there were already concerns about the poor condition of the existing footpath along the north side of Harbury Lane and demonstrated local support for the project. There was also agreement or strong agreement expressed in responses to specific questions about cycle tracks, street lighting and access connections.

The Cycle Track Order relates to; a three metre wide footpath running parallel to the north side of Harbury Lane (approximately one kilometre between Tachbrook Road and Garrett Drive); a connecting three metre wide footpath between Harbury Lane and Earl Rivers Avenue; new lighting; and access points (including new access points at Shylock Grove, Trinculo Grove, Laertes Grove and Achilles Close).

The Cycle Track Order is required because the speed and volume of traffic on Harbury Lane make it unsuitable for cycling, whilst the parallel path can meet Government principles for cycle design (coherent, direct, safe, comfortable, attractive). The proposed cycle tracks, incorporating access points and lighting, provide the following benefits:

- an all-weather surface for all-year round use
- sufficient width for walking, wheeling and cycling
- a durable facility to support long-term growth in demand
- greater accessibility to new homes, shops and schools
- connections to existing and proposed cycle routes.

WCC has complied with statutory requirements for the advertisement of a Cycle Track Order. Following WCC's advertisement of making the order on 28 November 2024 (using its powers under the Cycle Tracks Act 1984) WCC received objections from four residents of Achilles Close and a local campaign group, Cycleways. The Cycleways objection was subsequently withdrawn.

The four objectors were invited to discuss their concerns in person at a meeting with WCC officers and local councillors at Heathcote Community Centre on 4 February 2025. Two residents responded to say that they were unable to attend. The other two residents did not respond and did not attend the meeting. WCC provided written responses to the objectors but received no formal withdrawal of objections.

Although the Cycle Track Order relates to over one kilometre of footpaths, lighting and access points, the objections relate to only one access point – at Achilles Close. The objection themes are summarised below, together with a response from WCC.

Objection theme 1: Concern over anti-social behaviour and potential criminal activity at Achilles Close

- The access point is not on private land – it connects between the public footpath and Achilles Close public highway.
- Warwickshire Police were consulted and there were no objections.
- Greater use of the footpath increases natural surveillance.
- Active Travel England state that, 'natural surveillance involves designing in a way that ensures people can see in and out of an area. For example, an area with poor natural surveillance would be one with narrow passageways, hidden corners or limited exits and entries'.

Objection theme 2: Access point at Achilles Close is not required

- The demand for the access point has increased due to development in the area including homes, shops and schools.
- There are alternative access points but these require longer routes which reduces their accessibility for all users.
- More direct walking, wheeling and cycling routes help to reduce reliance on private motor vehicles for short journeys.
- The location of the access point on Achilles Close connects the public footpath directly with the existing footway and dropped kerbs at the turning head. This provides a continuous connection for people walking and wheeling, and a comfortable transition for people on cycles to exit from, or return to, the carriageway.

Objection theme 3: Increase in litter at the access point at Achilles Close

- Not considered relevant to the Cycle Track Order - the footpath is already being used and additional litter bins were installed in 2025 by Warwick District Council.

Objection theme 4: Changes to Achilles Close private driveway / scheme is not within highway land

- Not considered relevant to the Cycle Track Order - Achilles Close is a public highway, up to and including the footway and carriageway turning head adjacent to the footpath. The proposal is to connect directly between the public highway section of Achilles Close and the public path

Objection theme 5: Property values at Achilles Close will depreciate

- Not considered relevant to the Cycle Track Order – there are no works on private driveways.

Objection theme 6: Concern over impact of previous path construction works on private property at Achilles Close.

- Not considered relevant to the Cycle Track Order – this relates to a gully on private land.

The footpath subject to this Cycle Track Order is an important connection between homes and schools, supporting a growing community and delivering local and national policies to encourage more people to walk, wheel and cycle.

The community engagement in 2023 demonstrated support for the cycle track, lighting and new access points. There is ongoing support for the Harbury Lane Active Travel Connections project from councillors at Warwickshire County Council, Warwick District Council and Bishops Tachbrook Parish Council.

The improvement works that have already taken place are proving popular and are already being used for journeys to school, leisure trips and commuting.

The Cycle Track Order process has been undertaken diligently and reasonable steps have been made to communicate and engage with the objectors and to discuss their concerns. There is no objection to cycling on the main footpath; the only outstanding objections relate to a single access point to Achilles Close. This access point is seen as essential to achieve the wider benefits of the project, by enabling more direct connections between the footpath and local highway network, avoiding longer detours. The new access points will provide a substantial number of local residents with a safer and more direct route and thereby help to encourage local journeys by sustainable modes of transport.

The Council therefore invites the Inspector to recommend that this Order is confirmed.



PROOF OF EVIDENCE

The Warwickshire County Council (footpath adjacent to Harbury Lane, Warwick) Cycle Track Order 2024

NATTRAN/WM/CYCLETACK/107

1. Introduction

- 1.1 I am Alison Kennedy and I hold the post of Principal Transport Planner within the Transport Strategy and Road Safety Group at Warwickshire County Council, where I have been employed for 5 years. I am responsible for supporting the active travel strategy within the Warwickshire Local Transport Plan¹ (LTP4) and progressing walking, wheeling and cycling projects in the Warwickshire Local Cycling and Walking Infrastructure Plan² (LCWIP).

2. Scope

- 2.1 Warwickshire County Council ('WCC') fully supports the making of The Warwickshire County Council (footpath adjacent to Harbury Lane, Warwick) Cycle Track Order 2024.
- 2.2 This Proof will set out the background to the Harbury Lane Active Travel Connections project, describe the proposals, review community engagement, update on delivery, provide information on the Cycle Track Order process and show that WCC has fully considered the objections. The evidence within this Proof should demonstrate that the objections are not valid and that the conversion of the footpath adjacent to Harbury Lane to a cycle track, including improved access points and lighting, is consistent with County Council policies and national guidance in providing a coherent, direct, safe, comfortable and attractive walking, wheeling and cycling route suitable for people of all ages and abilities.

3. Background

- 3.1 Harbury Lane is located on the south side of Warwick and Leamington Spa (**See Appendix 1**). This area has seen a huge amount of development in recent years, including new homes, shops and schools. Local highways and active travel connections have had to be adapted to cater for the increase in people and trips.
- 3.2 Housing developments on the north and south sides of Harbury Lane incorporate footpaths, footways and cycle tracks but the quality is variable (**see Appendix 2**) and connectivity is poor. The Harbury Lane Active Travel Connections project was established after a review by Warwickshire County Council in 2021 of existing facilities and identification of opportunities to upgrade paths and improve connections (**see Appendix 3**).

¹ <https://www.warwickshire.gov.uk/localtransportplan>

² <https://www.warwickshire.gov.uk/cycling-warwickshire/developing-warwickshires-cycle-network/3>

3.3 In May 2022, Warwickshire County Council secured £1.4million for the Harbury Lane project from Active Travel England, in Tranche 3 of the Active Travel Fund³. Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road) was subsequently included as a 'Programmed' scheme in the 2024 Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP)⁴.

3.4 As part of the Harbury Lane Project, the section of path shown on the plan in **Appendix 4A** in orange relates to this Cycle Track Order.

4. Proposals

4.1 The Harbury Lane Active Travel Connections project is a package of measures to upgrade existing paths and crossings, and to provide new footways, cycle tracks and crossing facilities. It extends along the section of Harbury Lane between the A452 Europa Way and B4087 Tachbrook Road/ Oakley Wood Road (**See Appendix 1**).

4.2 The specific measures that relate to the Cycle Track Order (**see plan in Appendices 4A and 4B**) are:

- Widening and surfacing of an existing footpath (approximately one kilometre) running behind a hedge adjacent to the north side of Harbury Lane between Tachbrook Road and Garrett Drive, to create a shared use footpath/ cycle track. This enables the path to be used all year round for walking, wheeling and cycling. ('Wheeling' refers to the use of wheelchairs, mobility scooters, prams, pushchairs and push scooters). Providing better wheeling routes supports Warwickshire County Council's public sector duties on equality and people with protected characteristics.
- Widening and surfacing of a connecting section of footpath running between Harbury Lane and Earl Rivers Avenue, to create a shared use footpath/ cycle track. This enables the path to be used all year round for walking, wheeling and cycling and provides a direct route between an existing cycle route on Earl Rivers Avenue and Heathcote Primary School on Vickers Way.
- Creation of new pedestrian/ cycle access points between local streets and the footpath adjacent to Harbury Lane. This opens up the improved footpath and its connections to a larger number of people, thereby reducing distance travelled for local journeys.
- Provision of street lighting. This enhances safety for users of the footpath and enables the route to be used for longer periods each day, and throughout the darker months of the year.

³ <https://www.gov.uk/government/news/healthy-cost-effective-travel-for-millions-as-walking-and-cycling-projects-get-the-green-light>

⁴ <https://www.warwickshire.gov.uk/cycling-warwickshire/developing-warwickshires-cycle-network/3>

5. Scheme Design

5.1 Walking, wheeling and cycling are ideal modes of transport for short, local trips. These modes are low-cost, accessible, healthy, environmentally friendly and efficient. Nearly two thirds of Warwickshire residents live in urban areas; where distances to key destinations are often short, and combining active travel with bus or rail travel offers opportunities for longer distance journeys and creates a viable transport choice that reduces the reliance on the private motor vehicle for local trips.

5.2 The Government published the first Cycling and Walking Investment Strategy⁵ in 2017 with an ambition to make walking and cycling the natural choices for shorter journeys or part of a longer journey. The Strategy included guidance for local authorities on the preparation of a Local Cycling and Walking Infrastructure Plan (LCWIP); a programme of prioritised improvements to facilitate more walking and cycling for everyday journeys.

5.3 In 2020, the Government provided a clear commitment to walking and cycling with publication of Gear Change⁶ and cycle infrastructure design guidance (Local Transport Note 1/20)⁷. A second Cycling and Walking Investment Strategy⁸ was published in March 2023 and set out the Government's ambitious target that 50% of all journeys in towns and cities should be walked or cycled by 2030.

5.4 Active Travel England⁹ (ATE) was formally established in 2022 as an Executive Agency of the Department for Transport. ATE's purpose is to raise design standards for active travel infrastructure, hold local authorities to account for their investments in active travel, provide advice on how to improve walking, wheeling, and cycling provision, and to increase skills and capacity within local authorities to deliver high quality schemes.

5.5 WCC's Local Transport Plan¹⁰ (LTP4) was adopted in 2023, comprising of a core strategy and six key strategies. The LTP Core Strategy sets out a transport hierarchy for Warwickshire roads, with active travel at the top of that hierarchy. The LTP Active Travel Strategy includes specific policies to improve accessibility

⁵ <https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy>

⁶ <https://assets.publishing.service.gov.uk/media/5f1f59458fa8f53d39c0def9/gear-change-a-bold-vision-for-cycling-and-walking.pdf>

⁷ <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

⁸ <https://www.gov.uk/government/publications/the-second-cycling-and-walking-investment-strategy/the-second-cycling-and-walking-investment-strategy-cwis2>

⁹ <https://www.activetravelengland.gov.uk/>

¹⁰ <https://www.warwickshire.gov.uk/localtransportplan>

and attractiveness of active travel options, provide better and safer routes for walking and cycling and develop active travel information and promotion.

5.6 Warwickshire's Local Cycling and Walking Infrastructure Plan¹¹ (LCWIP) was adopted in 2024. This builds on previous improvements to walking and cycling infrastructure, supports an ongoing programme of safe and active travel initiatives and responds to feedback from local communities. The LCWIP reviews, updates, and formalises the walking and cycling network development plans for each of the main urban areas and sets out a prioritised programme of delivery for cycling schemes for the next 10 years and beyond. This will ensure that high quality infrastructure is in place - to encourage sustainable travel patterns for everyday journeys and provide inclusive access for leisure activities - meeting the demands of a growing population and supporting a vibrant economy.

5.7 The Harbury Lane project is listed as a 'Programmed' route in Warwickshire County Council's LCWIP (also shown on plan in Appendix 1) and has been designed in accordance with national guidance including the Department for Transport's Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design'¹². LTN 1/20 sets out five core design principles (**coherent, direct, safe, comfortable and attractive**) which represent the essential requirements to achieve more people travelling by cycle or on foot, based on best practice both internationally and across the UK.

5.8 LTN1/20 states that 'on busy strategic roads where a significant reduction in traffic speeds and volumes is not appropriate, safety will need to be achieved by providing dedicated and protected space for cycling, which may involve reallocating existing space within the highway (or providing a parallel route)'. The proposed cycle track provides a parallel route to the 40mph Harbury Lane which has an average of almost 10,000 vehicles per weekday¹³.

5.9 The proposed cycle track is a three metre wide, traffic-free, tarmacked route for use by people walking, wheeling and cycling. It provides connections with existing cycle tracks at 1) Earl Rivers Avenue, 2) Miranda Drive and 3) Tachbrook Road, which link with residential areas and local schools. **(See Appendices 4A and 4B)**

6. Community engagement

6.1 During August and September 2023, local people were invited to comment on preliminary designs. Press releases were issued by Warwickshire County

¹¹ <https://www.warwickshire.gov.uk/cycling-warwickshire/developing-warwickshires-cycle-network/3>

¹² <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

¹³ Harbury Lane near Harper Close traffic survey 15th to 19th September 2025. Weekday average traffic volumes in both directions over 24 hours = 9,950.

Council, supported by a dedicated web page¹⁴, with scheme drawings and a summary of proposals.

6.2 There were a total of 57 responses to an online survey. Over 100 people attended the events. 13 people submitted additional comments by phone or email. A full summary is available online which demonstrates local support for the project.¹⁵

6.3 When asked specific questions about measures relating to the footpath adjacent to Harbury Lane (including lighting and access points) survey responses were generally positive:

- 73.2% agreed or strongly agreed with 'upgraded footpath (tarmac surface, widening to 3.0m) on north side to create shared use footpath/ cycle track'.
- 83.9% agreed or strongly agreed with 'street lighting at regular intervals along upgraded footpath on north side'.
- 84% agreed or strongly agreed with 'new access connections between footpath and residential streets'.
- One third of respondents mentioned concerns about the current condition of paths and roads (17 in total).

6.4 The responses to the local engagement were used to review and amend the designs, including the addition of the connecting section of footpath running between Harbury Lane and Earl Rivers Avenue. (*see plan Appendices 4A and 4B*) and the decision not to widen the path further than 3 metres in order to keep as much vegetation as possible.

6.5 Delivery of improvements

6.6 After the community engagement and a design review by ATE, the Harbury Lane project was divided into two phases to enable early delivery of improvements on Phase 1: the footpath adjacent to Harbury Lane, and connecting section to Earl Rivers Avenue. Phase 2 consists of filling in the missing links between Earl Rivers Avenue and the roundabout junction of Harbury Lane, A452 Europa Way, Gallows Hill and Heathcote Lane.

6.7 The footpath adjacent to Harbury Lane had been constructed some years previously, as part of the Warwick Gates residential area to the north side of Harbury Lane, but was in a poor condition – being narrow, unsurfaced, unlit and with limited access points. The footpath was owned and managed by Warwick District Council. **Appendix 2** includes photos showing the poor condition of the footpath which made it unsuitable for all-year round use.

¹⁴ <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8>

¹⁵ <https://api.warwickshire.gov.uk/documents/WCCC-1615347118-1243>

- 6.8 Timely delivery of Phase 1 was needed in order to support the opening in September 2024 of Oakley School off Oakley Wood Road (an all-through school for pupils aged 4-16, **(See map Appendix 4A)**). The footpath adjacent to Harbury Lane provided the safest and most direct walking, wheeling and cycling route for pupils living in homes both north and south of Harbury Lane, including access to upgraded signal-controlled crossings at the Tachbrook Road/ Oakley Wood Road junction (delivered between March and July 2024 as part of a S278 agreement between Oakley School and Warwickshire County Council).
- 6.9 Other proposed walking, wheeling and cycling connections on the south side of Harbury Lane (through the proposed Tachbrook Country Park, and between Duke of York Avenue and Tachbrook Road, **(see map Appendix 4A)**) were delayed due to land negotiations.
- 6.10 In July 2024, Warwickshire County Council entered into a Public Path Creation Agreement¹⁶ with Warwick District Council and in August 2024, work started on widening and surfacing of the footpath and installing ducting for lighting. These works were substantially completed by the end of December 2024. **Appendix 5** includes photos showing users of the new path during and after the construction period.

7. Harbury Lane Cycle Track Order process

- 7.1 The widening and surfacing of the footpath has created an attractive route for walking and wheeling. Because there is a hedge separating the path from Harbury Lane, it is considered a footpath rather than a footway. The legal process for formally allowing cycling along a footpath (as well as walking and wheeling) is to make a Cycle Track Order under Section 3 of the Cycle Tracks Act 1984.
- 7.2 The purpose of improving the footpath and making a Cycle Track Order were identified in the Statement of Reasons:
- Provide an all-weather route that can be used throughout the year and at all times of the day. The current path is narrow, poorly surfaced and unlit, and particularly difficult to use in the winter and during wet weather conditions
 - Provide a route that is sufficiently wide to enable use by both pedestrians and cyclists including families and people with disabilities.
 - Provide a durable route that caters for the growing demand in this area due to the rapid growth in new homes on both sides of Harbury Lane

¹⁶ <https://api.warwickshire.gov.uk/documents/WCCC-1615347118-1456>

- Create safer connections along Harbury Lane to link between housing and the new schools – Heathcote Primary School (Garrett Drive) and Oakley School (Oakley Wood Road)
- Promote walking and cycling and thereby support County Council policies on sustainable transport, health and wellbeing, net zero and climate change.

7.3 On 7 October 2024, in accordance with Regulation 3 of Cycle Tracks Act 1984 , WCC undertook a consultation with the relevant persons. Cycle Track Order letters and Plans were hand delivered to 60 residents adjacent to the footpath. Emails and/or letters were also sent out to stakeholders including Warwickshire Police, Warwick District Council, Bishops Tachbrook Parish Council, Royal Mail, National Grid, Severn Trent Water, BT, Vodafone, local businesses, local schools and groups representing people with protected characteristics. Information on the Cycle Track Order and a Plan were uploaded to the WCC web page¹⁷. Comments or representations were requested by 4 November 2024.

7.4 On 28 November 2024, the Unconfirmed Cycle Tracks Order for Harbury Lane was sealed and dated and in accordance with Regulation 4 of the Cycle Track Acts 1984 WCC ensure that,

- The press notice was published on 5 December 2024.
- A copy of the unconfirmed Order and associated Plan were available to view at the Main Reception, Shire Hall, Market Place, Warwick and online (copies of the Order, Notice, Plan and Statement of Reasons were uploaded to the WCC web page)¹⁸.
- On 3 December 2024, Cycle Track Order notices with plans were placed at either end of the footpath and at intermediate points.
- Letters with Plans were hand delivered to 60 residents adjacent to the footpath.
- Emails and/or letters were also sent out to those stakeholders consulted under Regulation 3.
- Objections or representations were requested by 10 January 2025.

7.5 Regulation 5 of the Cycle Tracks Act 1984¹⁹ states that any person wishing to object to an order shall send within the objection period, a written statement of his objection and of the grounds thereof. During the consultation period four residents of Achilles Close and a local campaign group, Cycleways²⁰, submitted objections to the Order.

¹⁷ <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8>

¹⁸ <https://www.warwickshire.gov.uk/cycling/cycle-route-schemes-consultation/8>

¹⁹ <https://www.legislation.gov.uk/ukxi/1984/1431/made>

²⁰ <https://www.cycleways.org.uk/>

7.6 The Cycleways objection related to the full length of the footpath. Their objection was that the footpath, being bounded by hedges and fencing, was too narrow for shared use. Their objection included their previous comments from the 2023 community engagement, requesting that the footpath should be widened to at least 4.5m. These comments were considered at that time, alongside comments from local residents who did not want very wide paths due to the impact on trees and hedges. After discussion with Cycleways, they withdrew their objection in February 2025.

7.7 The outstanding objections from the Achilles Close residents did not specifically object to the shared use of the footpath and cycling on the main section of footpath. The objections received all related to the proposed access point at Achilles Close and can be summarised as:

1. Concern over anti-social behaviour and potential criminal activity.
2. Access point is not required.
3. Increase in litter.
4. Private driveway / scheme is not within highway land.
5. Property values will depreciate.
6. Concern over impact of previous path construction works on private property

7.8 The Achilles Close residents who submitted objections were invited to attend a drop-in meeting on 4 February 2025 at Heathcote Community Centre to discuss their concerns with officers and councillors. Two residents emailed to say that they were unable to attend the meeting. The other residents did not attend.

7.9 None of the residents have indicated that they wished to withdraw the objections so it was assumed that they were still outstanding and the matter was referred to the Secretary of State to determine.

8. Objection theme 1: Concern over anti-social behaviour and potential criminal activity at Achilles Close

8.1 Objection - the creation of an open access point directly in front of homes could make them more vulnerable to trespassing and potential criminal activity, whereas the private driveway and surrounding vegetation have previously acted as a deterrent.

8.2 Response - There is no proposal to introduce the access point onto private driveways; all land proposed for the access point is Highways Maintainable at Public Expense (**Appendices 4B, 6, 7– showing access point, highway extent and s38 adoption of road by Highways Authority**). Both the footpath and highways have been used by the public for many years but are separated from the residential homes by a wooden fence (**see Appendix 8 – photos**). The

fence between the existing footpath and Achilles Close is part of the Highway and as such, can be removed at any time, under our powers as Highway Authority. As part of the statutory consultation, Warwickshire Police have been consulted and there were no objections. The provision of additional access points together with a wider, all-weather path, with lighting and shared use for walking, wheeling and cycling, will help to encourage more everyday use of the path for local journeys, all year round. Greater use of the footpath increases 'natural' surveillance, which acts as a deterrent to antisocial and criminal activity. Some bushes may need to be cut back to provide clear access for all types of user and improve sightlines. Active Travel England states that, 'natural surveillance involves designing in a way that ensures people can see in and out of an area. For example, an area with poor natural surveillance would be one with narrow passageways, hidden corners or limited exits and entries'.²¹

9. Objection theme 2: Access point at Achilles Close is not required.

9.1 Objection - there is no need for an additional access point along the path as those that have been in place since the houses were built over 20 years ago are more than adequate. The proposed access point provides no evident benefit to immediate or surrounding residents.

9.2 Response - The area around Harbury Lane has seen considerable development in recent years including new homes, shops, primary school and secondary school. The paths around the estate now connect into a wider network of paths and crossing points. These changes have increased the level of demand for using and accessing these paths, including from residents adjacent to the path who need to travel to the new schools and shops. **(See Appendix 4A)**

9.3 The nearest alternative access points onto the path from Achilles Close heading west is at Cicero Approach (approximately 510m) and heading east is at Reignier Place (approximately 170m). By opening up more access points onto the upgraded footpath at Shylock Grove, Trinculo Grove, Laertes Grove and Achilles Close **(shown on plan, Appendices 4A, 4B)**, Warwickshire County Council is trying to make them as accessible as possible for all users. This includes families with young children and people with mobility impairments, who may be discouraged by longer routes. The removal of barriers onto the paths enables people to have more direct walking, wheeling and cycling routes which should help to reduce reliance on private motor vehicles for short journeys. **(appendices 1, 4A)**

²¹ <https://www.activetravelengland.gov.uk/planning-active-places/natural-surveillance>

9.4 The proposed access points at Shylock Grove, Trinculo Grove, Laertes Grove and Achilles Close (***shown on plan, Appendices 4A and 4B***) enable the eastern section of footpath to be more closely connected to homes and schools. No additional access points are proposed on the western section of footpath because there are already existing access points at the Miranda Drive cycle track, Tamora Close and Cranmer Grove (***See Appendices 3, 4B***).

9.5 The location of the access point within Achilles Close (***as shown in Appendices 8, 4A and 4B***) has been proposed to connect directly with the existing footway around the eastern side of the turning head. This would provide people walking and wheeling with a safe and continuous route and enable people on cycles to use the existing dropped kerb to comfortably leave or rejoin the carriageway. This position also avoids removal of a tree between the fence and highway.

9.6 If the Cycle Track Order is not confirmed, Warwickshire County Council would still consider adding the proposed access points for pedestrian use, as part of the footpath improvements, using their discretionary powers under the Highways Act 1980.

10. Objection theme 3: Increase in litter at the access point at Achilles Close

10.1 Objection - that more rubbish will be left by the access point by the school children.

10.2 Response – this objection is not considered to be relevant to the Cycle Track Order or provision of the access point at Achilles Close. The footpath is already being used by school children and additional litter bins were installed in 2025 by Warwick District Council.

11. Objection theme 4: Changes to Achilles Close private driveway / scheme is not within highway land

11.1 Objection - that a section of Achilles Close has always been considered private and has never been adopted or maintained by the council. One resident stated that they had invested considerable time and resources in maintaining the bushes and plants adjacent to this area, which served as a crucial barrier for privacy and security.

11.2 Response - this objection is not considered to be relevant to the Cycle Track Order or provision of the access point at Achilles Close. Achilles Close is a public highway, up to and including the footway and carriageway turning head adjacent to the footpath. The proposal is to connect directly between the public highway section of Achilles Close and the public footpath. (***See Appendices 6, 7, 8***)

- 11.3 Sections either side of the highway are in individual private ownership. Some residents habitually park cars in the turning head of Achilles Close despite this being public highway (**Appendices 6, 7 & 8**)

12. Objection theme 5: Property values at Achilles Close will depreciate

- 12.1 Objection - conveyancers advise that removing the private drive status and creating a communal access point can lead to property value depreciation.
- 12.2 Response - this objection is not considered to be relevant to the Cycle Track Order or provision of the access point at Achilles Close. There is no proposal to make any changes to private driveways. (**see Appendices 6,7 & 8**)

13. Objection theme 6: Concern over impact of previous path construction works on private property at Achilles Close.

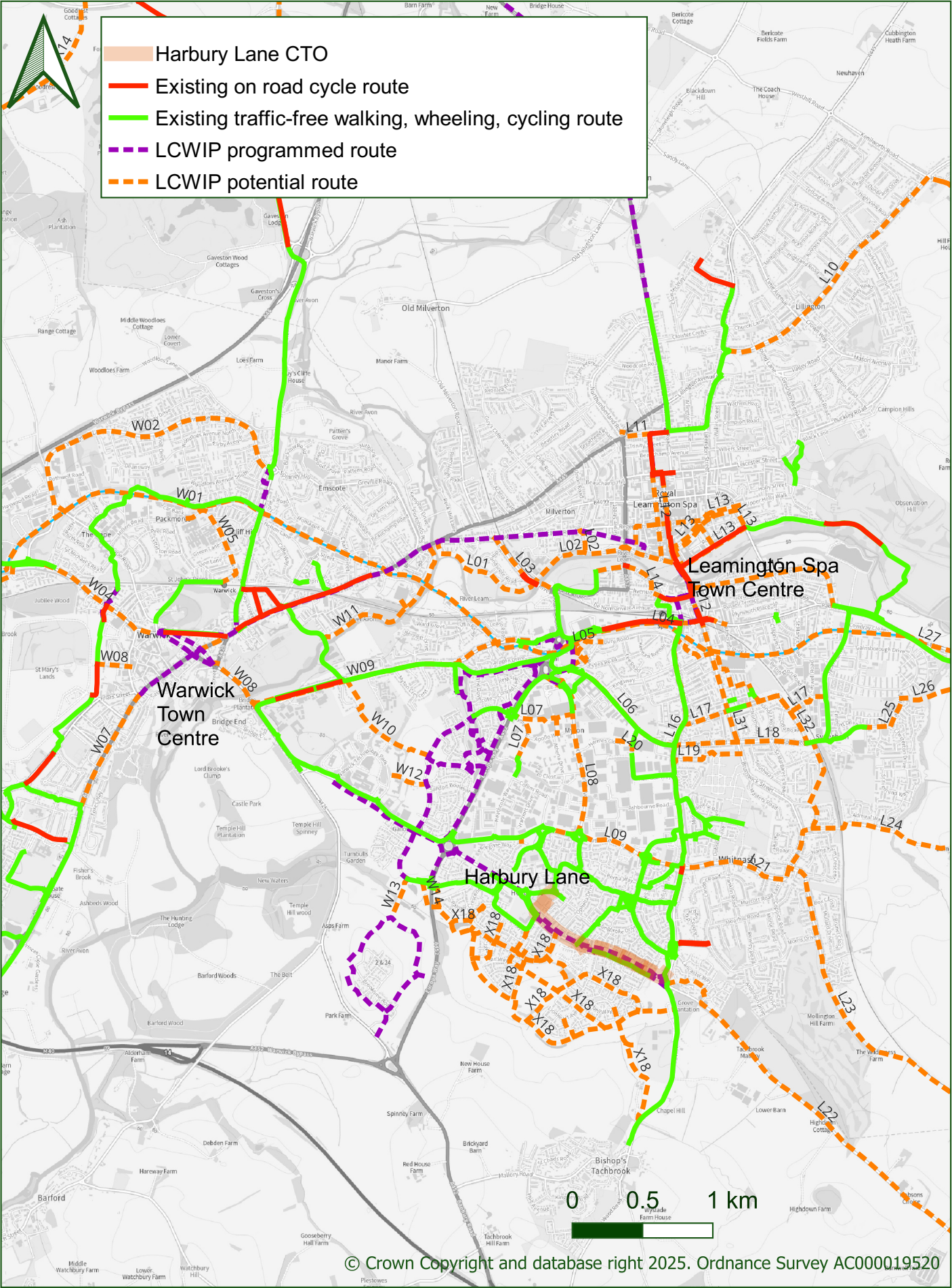
- 13.1 Objection – this objection was related to concerns raised during construction works to widen and surface the footpath, in particular the impacts on a gully on a private drive.
- 13.2 Response – this objection is not considered to be relevant to the Cycle Track Order. The concerns were discussed between the objector and officers at Warwickshire County Council in person and via email correspondence, and then addressed by the County Council. The contractors were asked to clear away construction materials and reduce levels of soil by the fence at Achilles Close. Officers considered that the blockage of the gully that had been reported was due to accumulation of leaves on the private drive rather than run-off from the public footpath. The gully location is not on public highway so is the responsibility of the landowner.

14. Conclusion

- 14.1 The footpath subject to this Cycle Track Order is an important connection between homes and schools, supporting a growing community and delivering local and national policies to encourage more people to walk, wheel and cycle.
- 14.2 The community engagement in 2023 demonstrated support for the cycle track, lighting and new access points. There is ongoing support for the Harbury Lane Active Travel Connections project from councillors at Warwickshire County Council, Warwick District Council and Bishops Tachbrook Parish Council.
- 14.3 The improvement works that have already taken place are proving popular and are already being used for journeys to school, leisure trips and commuting.

14.4 The Cycle Track Order process has been undertaken diligently and reasonable steps have been made to communicate and engage with the objectors and to discuss their concerns. There is no objection to cycling on the main footpath; the only outstanding objections relate to a single access point to Achilles Close. This access point is seen as essential to achieve the wider benefits of the project, by enabling more direct connections between the footpath and local highway network, avoiding longer detours. The new access points will provide a substantial number of local residents with a safer and more direct route and thereby help to encourage local journeys by sustainable modes of transport.

6.1 The Council therefore invites the Inspector to recommend that this Order is confirmed.



Harbury Lane Location Plan
and local route network

October 2025

alisonkennedy@warwickshire.gov.uk



Footpath near Tamora
Close – looking east.
3 March 2021

Condition of the footpath
– before widening and surfacing



Footpath at Cicero
Approach – looking east.
3 March 2021





Footpath near Laertes
Grove – looking east.
3 March 2021

Footpath near Achilles
Close – looking west.
3 March 2021



Footpath near Tamora
Close – looking west.
29 February 2024



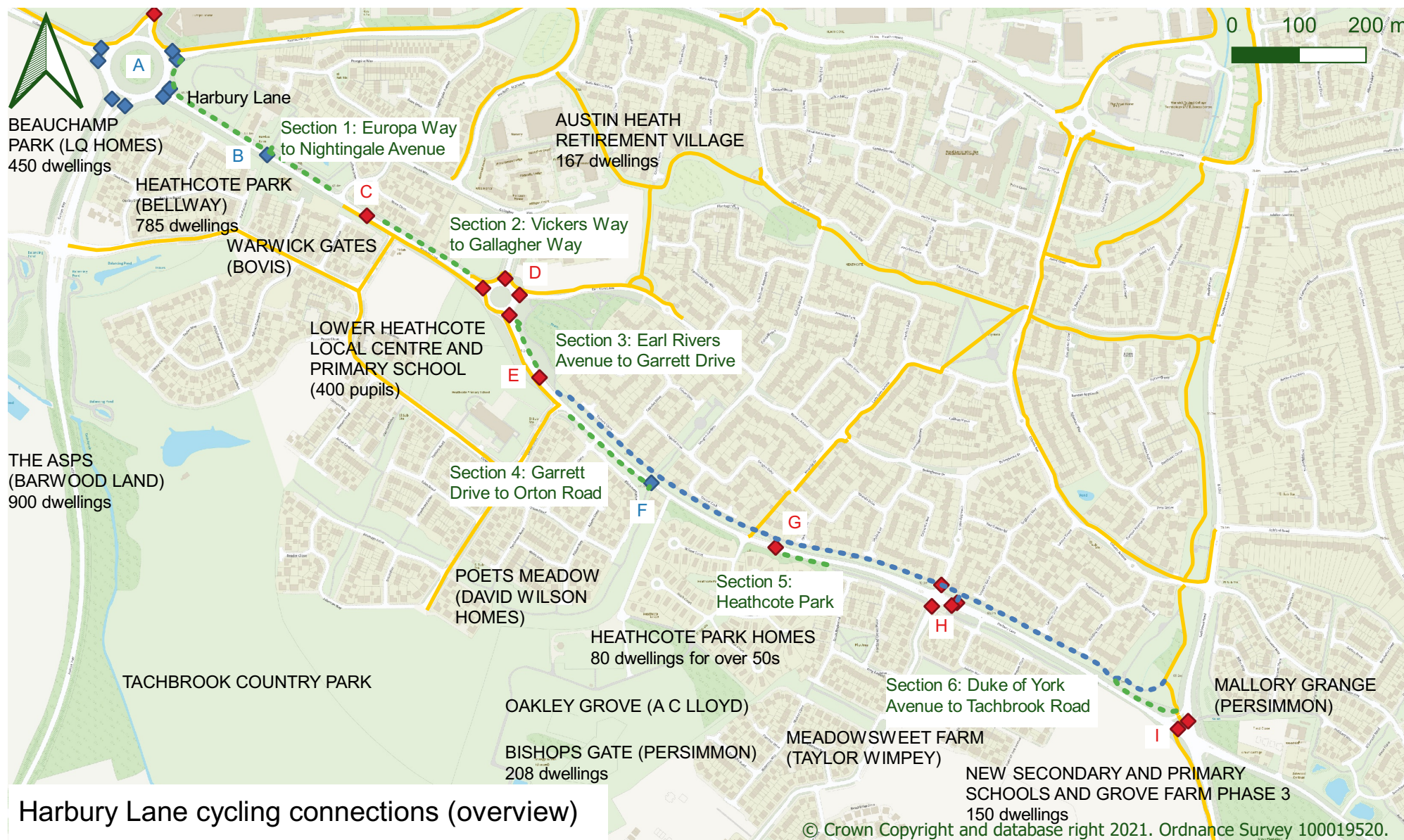
Footpath near Cicero
Approach – looking west.
29 February 2024



Footpath near Trinculo
Grove – looking west.
29 February 2024







- Existing cycle tracks
- ◆ Existing crossing points
- ◆ Potential new crossing points
- Potential new footway/ cycle track
- Potential upgrade of existing path (behind hedge)

Date: 04/03/2021
 Contact: 01926 413950
alisonkennedy@warwickshire.gov.uk

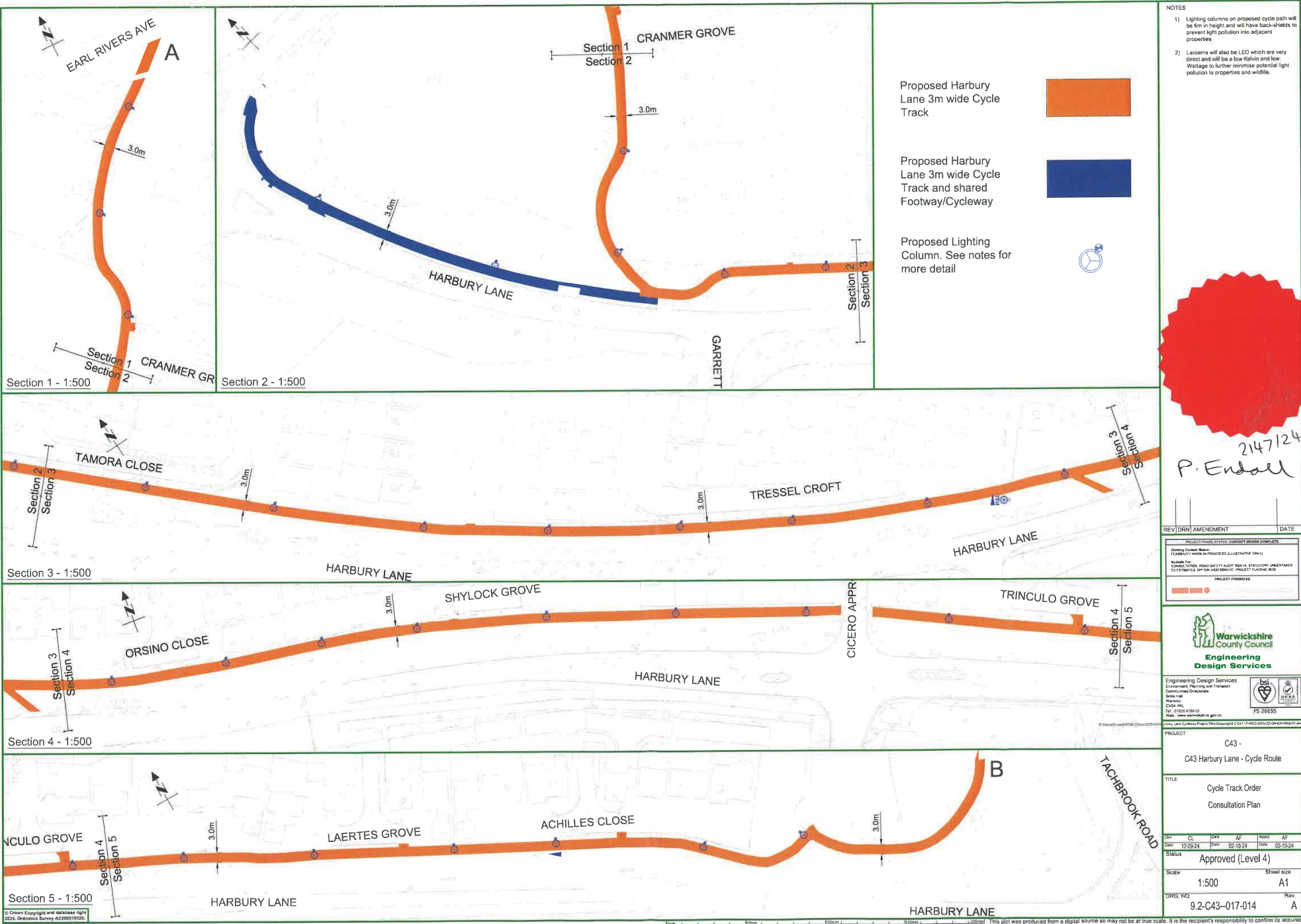


Harbury Lane Location Plan and Cycle Track Order

October 2025

alisonkennedy@warwickshire.gov.uk





Footpath users

Footpath near Cycle
track from Miranda Drive,
looking west
15 August 2023



Footpath near Tressell
Croft, looking west
21 October 2024



Footpath near Cranmer
Grove, looking north
7 January 2025



Footpath near Cicero
Approach, looking east
22 January 2025



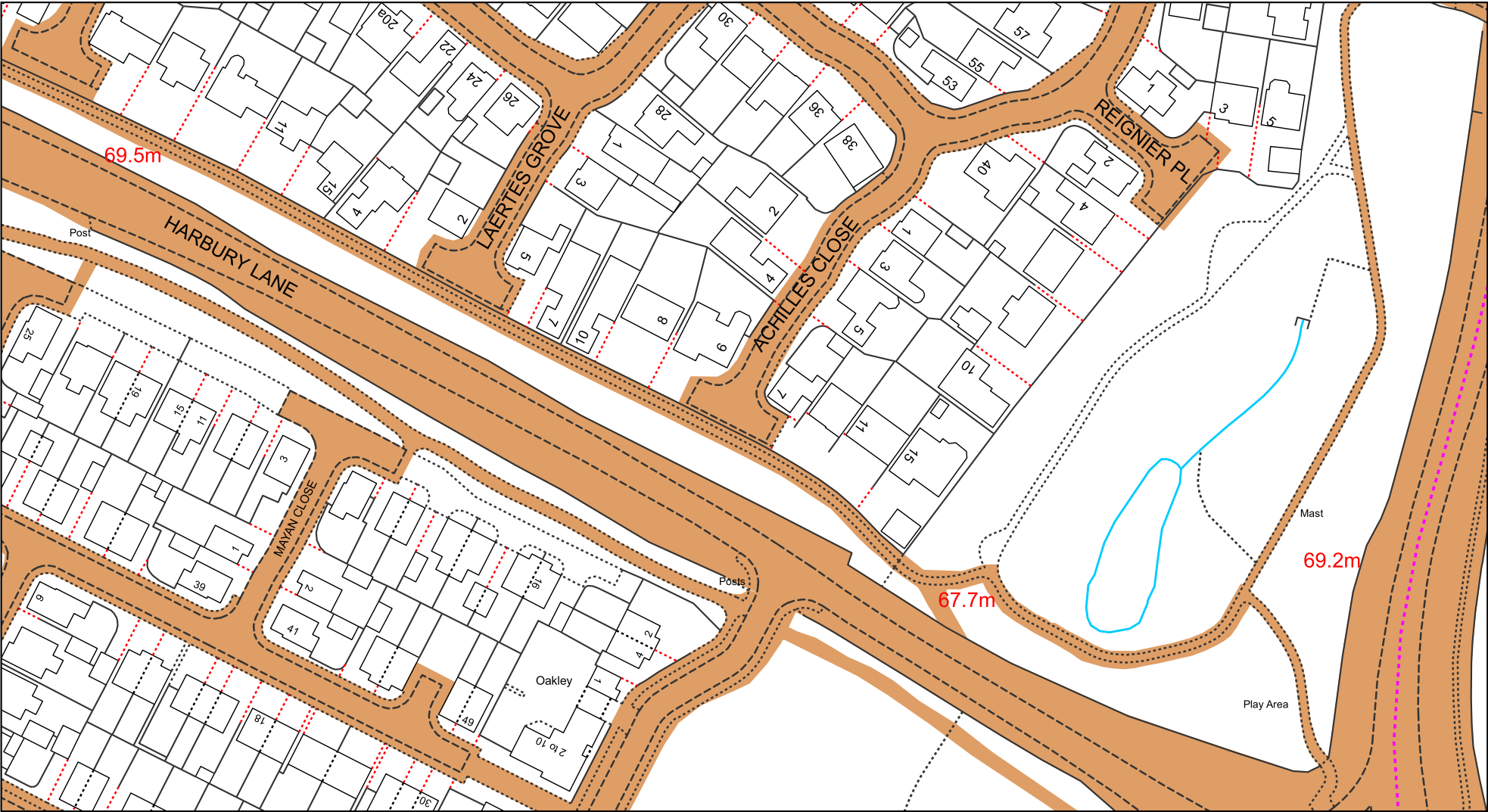


Footpath near Trinculo
Grove, looking east
8 April 2025



Footpath, looking east
16 July 2025

Achilles Close, Leamington Spa



This plan has been produced in response to the enquiry referred to in the title address and should not be used for any other purpose, as its accuracy cannot be guaranteed. This plan is based on Ordnance Survey mapping and therefore only shows the general position of the boundaries, not their exact line. Vehicular rights cannot be assumed or implied from this plan. If roadside ditches are present, the legal presumption without evidence to the contrary is that these do not form part of the publicly maintainable highway. The highway boundaries depicted on this plan are based on currently available evidence. Whilst the County Council as highway authority believes the information to be correct it should be noted as a matter of highway law that only a Court can issue the definitive interpretation on matters of highway status and extent.



 Highway Maintainable
at Public Expense



S461

DATED 6th November 1998

WARWICK DISTRICT COUNCIL

- and -

BEAZER HOMES

- and -

NATIONAL HOUSE BUILDING COUNCIL

- and -

GALLAGHER ESTATES LIMITED

ADJP/D110.99

A G R E E M E N T

under Section 38 of the Highways Act 1980
relating to roads at Heathcote Home Farm, Warwick.

Head of Legal Services
Warwick District Council
Town Hall
LEAMINGTON SPA
Warwickshire

A N A G R E E M E N T made the 6th day of November One thousand nine hundred and ninety-eight B E T W E E N WARWICK DISTRICT COUNCIL of the Town Hall Leamington Spa in the County of Warwick (hereinafter called "the Council") of the first part Beazer Homes whose registered office is situate at St. James House, The Square, Lower Bristol Road, Bath, BA2 3SB (hereinafter called "the Developers" which expression where the context so admits shall include their successors and permitted assigns) of the second part and National House Building Council whose registered office is situate at Buildmark House, Chiltern Avenue, Amersham, Buckinghamshire, HP6 5AP (hereinafter called "the Surety") of the third part and Gallagher Estates Limited whose registered office is at Gallagher House, 51 Bordesley Green, Birmingham, B9 4QS (hereinafter called "Gallagher") of the forth part

WHEREAS:-

- (1) Gallagher seised (inter alia) in fee simple in possession of the land situate at Heathcote Home Farm in the County of Warwick shown coloured brown green and yellow being the site of certain private carriageways verges and footways (hereinafter collectively referred to as "the roads") and which are shown on the plan annexed hereto (hereinafter called "the plan")
- (2) The Developers intend to make the roads for public use across the said piece of land in the positions indicated on the plan and desire that the said roads shall on completion become highways maintainable at public expense
- (3) This Agreement relates to the making of a highway and is made and entered into pursuant to the provisions of the Highways Act 1980
- (4) Insofar as this Agreement is entered into pursuant to Section 38 of the Highways Act 1980 the Council acts as agent for Warwickshire County Council

being the Highway Authority

N O W in pursuance of Section 38 of the Highways Act 1980 and of all other powers (if any) enabling the Council IT IS HEREBY AGREED AND DECLARED between the parties hereto as follows:-

Time for
commencement
and completion of
development

1. THE Developers will diligently at their own expense commence the construction of the roads and complete the same within the period of THREE YEARS from the date of this Agreement or such extended period as may be agreed

Mode of
construction

2. The roads shall be properly sewered levelled paved flagged metalled channelled kerbed and otherwise made good and provided with means of lighting (including the landscaping and/or turfing of verges where indicated on the plan) All such works of construction maintenance and repair of the Roads to be carried out in all respects to the reasonable satisfaction of the Engineer and Surveyor for the time being of the Council (hereinafter called "the Engineer") or other officer designated by him for that purpose and in accordance with

(a) the plans annexed to this agreement and numbered

Drawing No. 11520/100 Rev D

Drawing No. 11520/101 Rev E

Drawing No. 11520/103 Rev E

Drawing No. 11520/105 Rev A

(b) the Council's current specification

(c) any condition imposed in the Planning Permission relating to the construction of the roads

(d) any further reasonable directions given by the Engineer to the Developers

Provisional
certificate of
completion

3. (1) Upon completion of the roads in accordance with the provisions herein contained the Developers shall notify the Engineer who shall as soon as reasonably possible cause the works to be inspected and shall if the Developers have completed the same to his reasonable satisfaction issue a provisional certificate of completion

Dedication for
public use

- (2) Upon the issue of the provisional certificate of completion the roads shall be opened by the Developers for uninterrupted use by the public

Period of
maintenance

4. THE Developers will at their own expense diligently make good any defect or damage which shall arise or become manifest in the roads during the period of one year from the date of the provisional certificate of completion given by the Engineer

Statutory
undertaker's
apparatus

5. (1) The Developers will in the course of the work and subject as hereinafter provided cause all gas and water mains and electricity and British Telecom cables to be laid under the roads and will ensure that the gas and water service pipes and electricity service cables are laid to the boundaries on either side thereof at such points as shall first be agreed by the Engineer before the final surfacing (if any) is carried out

Plan showing
position of
apparatus

- (2) Before carrying out any of the work referred to in the preceding sub-clause the Developers will furnish to the Engineer a plan or plans showing the positions of the said apparatus together with such additional information in relation thereto as the Engineer may reasonably require

Consent to
statutory
undertaker's
and others'
apparatus
on or under
the roads

6. THE Developers shall not without first obtaining the written consent of the Engineer at any time give consent to

- (a) British Telecom to erect on or lay under the roads and the land sites thereof any telegraph posts or telegraph cables or any apparatus of like or

ancillary thereto

(b) any person or concern including a statutory undertaker as defined by the Highways Act 1980 to lay or install in or under the roads any pipes cables tanks cisterns manholes or other thing whatsoever

The
commencement
and occupation
of dwellings

7. (1) Before commencement of the construction of any dwelling fronting on to any road the Developers shall complete the base course of the carriageway of the road fronting the dwelling together with the base course of such other lengths of carriageway as are necessary to provide access to and from the said dwelling and the public highway shown on the plan

(2) In addition to the foregoing before any dwelling fronting on to any road is occupied the Developers shall construct the base course of the footpath in front of the said dwelling together with the base course of such other lengths of footpaths as are necessary to provide pedestrian access to and from such dwelling and the public highway shown on the plan

(3) Following the occupation of any such dwelling as aforesaid the remainder of the works above referred to in sub-clauses (1) and (2) of this Clause that is to say the completion of the carriageways and the footpaths shall be carried out to the satisfaction of the Engineer within such reasonable period as the Engineer shall stipulate or (if no such period is stipulated) within the period provided in Clause 1 hereof

(4) No dwelling shall be occupied before lamp columns are provided along the roads leading to such dwelling connected to the mains and ready for lighting in accordance with the approved plan

Access for
purposes of
inspection
of works

8. THE Developers shall permit the Engineer or any person or persons authorised by him free access at all times with or without vehicles to every part of the site of the works and of any adjoining or adjacent land in the ownership or under the control of the Developers for the purposes of inspecting the works and in particular without prejudice to the generality of the foregoing provisions of this Clause the Developers shall permit the Engineer or such person or persons authorised by him as aforesaid to bore test holes and take away samples for analysis

Repair of
defects arising
during
progress of
work

9. THE Developers will until the roads become as hereinafter provided maintainable at the public expense keep the whole of the works in a good state of repair and condition and will reinstate and make good any defects which shall or may appear arise or become manifest to the Engineer and the Engineer may until the roads shall become maintainable at public expense require the Developers to make good any portion of the works which he reasonably considers to be defective and require reconstruction or rectification of the same by the Developers

Failure to
complete works

10. (1) In the event of the failure for any reason whatsoever of the Developers to commence or if commenced to complete the construction of the roads in the manner aforesaid within the time or extended time hereinbefore mentioned or of their failure to maintain the roads to the satisfaction of the Engineer for the period hereinbefore provided after completion the Council shall (after a notice in writing of their intention so to do) have the right to complete such work or any part thereof and charge the expenses thereof against the Developers such expenses being a debt due to the Council and recoverable by the Council by action or otherwise

(2) In the event of such failure on the part of the Developers as aforesaid the Council shall prepare a specification of the works required to complete

the roads (or parts of the roads referred to in the Notice) in accordance with the terms of this Agreement together with an estimate of the cost thereof (including the Council's fees and expenses in connection therewith) and upon notice being given to the Developers of such specification and estimate of cost the sum specified in the estimates shall forthwith become due and payable by the Developers to the Council

(3) Upon completion by the Council of the works referred to in sub-clause (2) hereof the Engineer shall issue a certificate to the Developers of the cost thereof. If such cost shall be less than the sum paid under sub-clause (2) then the difference shall be repaid by the Council to the Developers and if such cost shall exceed the sum so paid then the difference shall be due and payable by the Developers to the Council

Issue of final
certificate and
adoption
procedure

11. (1) If after the expiry of one year from the date of provisional certificate of completion herein before referred to or after expiry of six months from the execution of any final reinstatements subsequent to statutory undertakers works in the roads whichever is later the Engineer is satisfied in all respects that the works or the parts thereof that form the subject matter of such certificates have been properly completed and maintained by the Developers and that all defects arising and all reinstatements after statutory undertakers works have been properly remedied and made good the Engineer shall issue to the Developers a final certificate of the completion of the works or the relevant parts thereof as the case may be and thereupon the road or the relevant part thereof in respect of which a final certificate has been issued shall become a highway maintainable at the public expense

(2) The conditions referred to in the preceding sub-clause are:-

- (a) the road of relevant part thereof abuts upon and communicates directly with a part of the highway maintainable at the public expense and
- (b) unless the Council shall agree otherwise (such agreement not to be unreasonably withheld or delayed) any sewer which is under the road shall have been adopted as a sewer maintainable by Severn Trent Water Limited
- (c) A certificate of completion has been issued by the Engineer pursuant to the provisions of the 278 Agreement (if applicable)
- (d) The County Fire Officer is satisfied that the Fire Hydrant provision has been laid out in accordance with his requirements and the associated costs have been paid by the Developer direct to Severn Trent Water Limited

Saver for
private street
works under the
Highways Act
1980

12. NOTHING in this Agreement shall restrict or fetter the rights of the Council upon either the termination of this Agreement or following a service of a notice under Clause 10 hereof to put into operation or have the works herein mentioned or any part of them carried out under the Private Street Works Code contained in the Highways Act 1980 or any Act or Acts replacing re-enacting or modifying the same

Power to Council
to determine
Agreement
in certain
events

13. IF the Developers shall fail to perform or observe any of their covenants or obligations under this Agreement or shall go into liquidation voluntarily or otherwise (except liquidation for the purpose of reconstruction) or shall execute a Deed of Assignment for the benefit of creditors or otherwise compound with creditors the Council may without prejudice to any of their rights or powers under this Agreement determine this Agreement forthwith by notice served on the Developers

Obligations of
Surety

14. IF the Developers shall fail to perform or observe any of the covenants or obligations under this Agreement or shall fail duly and regularly to proceed with the works to the satisfaction of the Engineer or if the Developers shall go into liquidation voluntarily or otherwise (except liquidation for the purpose of reconstruction) or shall execute a Deed of Assignment for the benefit of creditors or otherwise compound with creditors then without prejudice to any other rights or powers of the Council under this Agreement or under the Highways Act 1980 the Surety shall pay to the Council all costs charges expenses losses or damage payable by the Developers to the Council by virtue of this Agreement (including all costs and expenses incurred by the Council or their Contractors in carrying out or completing the works) and all such costs and expenses as the Council may sustain or incur or otherwise be entitled to under this Agreement by reason of or in consequence of any such default or liability on the part of the Developers provided that the total amount payable to the Council by the Surety shall not exceed £247,545.88 (Note: Amount inserted is the equivalent to the estimated cost of the works at the time of the entering into of the Agreement)

Indulgence
by Council
not to absolve
Surety

15. NO Alterations in the terms of this Agreement between the Council and the Developers or in the extent or nature of the works to be constructed completed and maintained hereunder and no allowance of time by the Council under this Agreement nor any indulgence forbearance or forgiveness in or in respect of any matter or thing concerning this Agreement on the part of the Council or the Engineer shall in any way release the Surety from its obligations hereunder

Insurance

16. THE Developers shall at their own expense effect insurance with an insurance company and in terms approved by the Council as follows:-

- (a) against any liability claims or proceedings whatsoever arising under statute or common law in respect of personal injury or death of any person arising out of or in the course of or caused by the execution of the works and
- (b) against any liability claims or proceedings whatsoever for injury or damage to any property real or personal either of the Council or of any other person insofar as such injury or damage arises out of or in the course of or by reason of the execution of the works

Indemnity by
Developers

17. THE Developers on behalf of themselves and their successors in title or assigns undertake and agree with the Council that in the event of any claim for compensation or otherwise or charges arising in connection with or incidental to the carrying out of any works under terms of this Agreement and not hereby otherwise provided for and until such time as the roads shall become repairable at the public expense they will hold the Council harmless and indemnified therefrom and against all claims charges costs and expenses in connection therewith or arising thereout and nothing in this Agreement shall imply any obligation on the part of the Council to the Developers or any other person to ensure the works are properly executed

Assignment

18. SUBJECT to Clauses 13 and 14 hereof the Developers shall not assign this Agreement or any part thereof or any benefit obligation or interest therein or thereunder without the written consent of the Council

Notices

19. ANY notice demand consent direction or provision for final certificate of completion required or authorised under this Agreement shall be deemed to be duly served given or issued on or to the Developers if it is

- (a) in writing
- (b) signed by the Engineer or other duly authorised officer of the Council for the purposes of service of notices

(c) addressed to the Developers at their registered office or last known address

(d) sent by post to or left at the Developers' registered office or last known address or is handed to the Developers' representative apparently in charge of the works

20. THE Developers will on the execution of this Agreement pay to the Council the Council's expenses and fees in connection with the inspections of the works and their other obligations under the terms of this Agreement amounting to £16,590.48 being a sum equivalent to £500.00 plus 6.5% of the estimated total cost thereof

21. Gallagher is party to this Agreement as landowner only and it is hereby agreed and declared that Gallagher shall have no obligation to the Council, the Developers or the Surety pursuant to this Agreement and the Developers hereby indemnify Gallagher in regard of all costs claims demands and other liabilities arising hereafter

IN WITNESS whereof the parties hereto have executed this instrument as their deed
the day and year first before written

THE COMMON SEAL of)
WARWICK DISTRICT COUNCIL)
was hereunto affixed)
to this deed in the)
presence of:-)


Authorised Officer



SIGNED as a DEED for and behalf
THE COMMON SEAL of)
BEAZER HOMES LIMITED)
was hereunto affixed to by COLIN)
this deed in the presence of:-)
MICHAEL HONAN and GRAHAM)
Anthony GPF in exercise)
their power under a Power)

Director
of Attorney dated 16th May
1998


Secretary

THE COMMON SEAL of)
NATIONAL HOUSE BUILDING COUNCIL)
was hereunto affixed to this)
deed in the presence of:-)

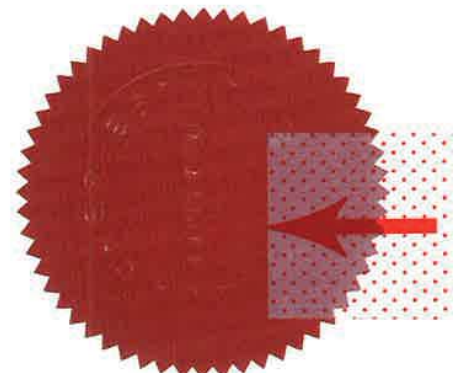

Authorised Sealing Officer

THE COMMON SEAL of)
GALLAGHER ESTATES LIMITED)
was hereunto affixed to this)
deed in the presence of:-)

Director

Secretary



GENERAL NOTES

1. This drawing is to be read in conjunction with relevant architectural and engineering drawings.
2. Levels indicated in blocks are finished floor levels which are generally 150mm above ground level.
3. Roads footpaths and parking bays which form part of the Highway to be adopted under Section 38 of the Highways Act 1980 shall comply with the relevant road/highway specification.
4. Sewers to be adopted under Section 106 of the Water Industries Act 1991 shall comply with the Water Authorities Association "Sewers for Adoption 4th Edition".
5. All pipes to be used in adoptable sewers shall be either clayware to BS EN 252 concrete to BS 5911 or UPVC to BS4466/BS5548 with Class 5 bedding unless otherwise stated.

The minimum requirement for pipes to be used in adoptable sewers is to be as follows:

- 150mm dia - Class 187 - min crushing strength 28kN/m
- 225mm dia - Class 120 - min crushing strength 28kN/m
- 300mm dia - Class 120 - min crushing strength 36kN/m
- Larger than 300mm dia - Class H concrete.

Where cover to pipes is less than 1200mm under carriageway or vehicular access areas they shall be surrounded with 150mm Grade C20 concrete. Flexibility of joints being maintained by using compressible foreboard at intervals not exceeding 5m.

6. All existing drainage invert levels, diameters and locations are to be checked by the Contractor prior to the commencement of any proposed drainage work. Any difference between actual and drawn details is to be reported immediately.
7. Positions of existing services/stoutery under/over apparatus adjacent to or crossing proposed sewers is to be checked by the Contractor prior to starting work.

B. BUILDING DRAINAGE

REA C1
ING DEVELOPMENT BY
PYE HOMES

- a. Building drainage shall comply with BS 8301:1985 and the Building Regulations 1985 part H.
- b. All house drainage to be 100mm diameter unless shown otherwise.
- c. Inspection chambers located within garages to have double seal beddown covers.

- e. Pipes penetrating walls:
Connections to adoptable sewers to be 150mm diameter.
Pipes running under buildings without suspended floors shall have 100mm granular surround.

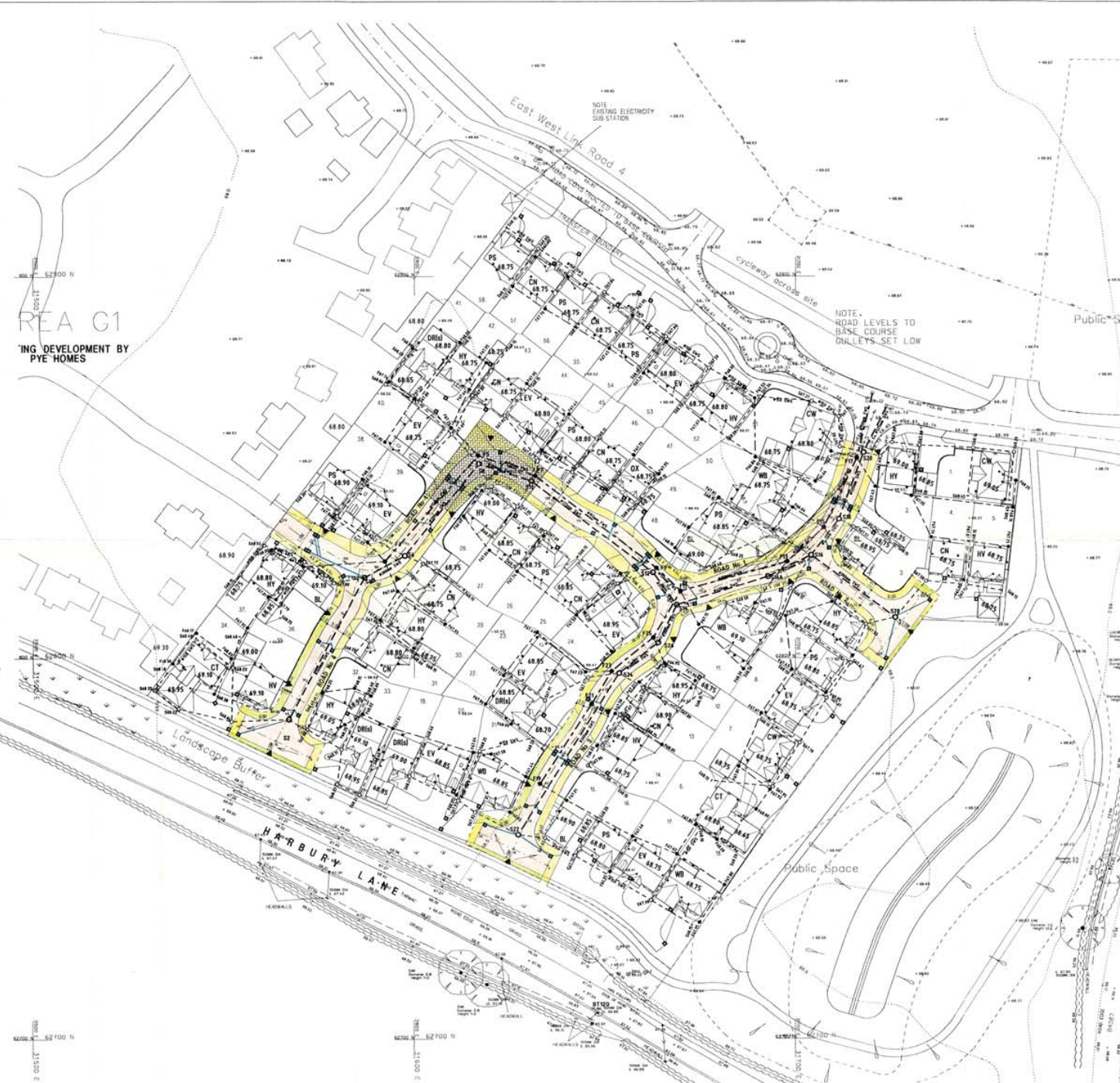
An opening is to be formed through the wall to give at least 50mm clearance around pipe. Brickwork over shall be supported by a lintel. The opening is to be masked each side with rigid sheet material. Pipes embedded in walls shall have a joint formed within 150mm of each wall face. A racker pipe of max 600 length shall be used to continue the pipework.

- f. Pipes running near buildings:
If trench is within 1m of building it is to be filled with concrete up to a level below the building equal to the distance from the building less 150mm.

- g. All garage floor levels to be 150mm below attached house slab level unless shown otherwise.

- h. All private drives exceeding two car parking bays in area are to be provided with gutters to prevent water discharging into the public highway where the drive falls away from the dwelling. Where a drive falls towards the dwelling gutters and channels are to be provided to prevent water damaging building.

- i. The first m of private drives measured from back of footpath shall not exceed grade of 1 in 20 to create a roller.



The Contractor is to check and verify all building and site dimensions, levels and sewer levels of construction points before work starts.
The Contractor is to comply with all relevant building legislation - British Standards Specifications, Building Regulations etc., whether or not specifically stated on this drawing.
This drawing must be read with and checked against any structural, mechanical or other specialist documentation provided.
This drawing is not intended to show details of foundations, ground conditions or ground water levels. Each area of ground related to support any structure detailed including drainage must be investigated by the Contractor.
A suitable method of foundation must be provided allowing for existing ground conditions, any assumed or that ground conditions as shown on the drawing, and any relevant legislation. Where relevant, drainage must be investigated by a suitable expert.
Where existing lines are shown to be retained they should be subject to a full investigation for safety.
All trees to be planted are to be a minimum of 5 meters from buildings and 3 meters from drains and sewers. A suitable method of foundation is to be provided to accommodate the proposed tree planting.

Notes

- ▲ STREET LIGHTING COLUMNS

Handwritten notes and signatures are present in this section, including a large red circular stamp.

PRELIMINARY

Rev D: Layout amended as per WIL letter 1/7/98 24/7/98 BEN
Rev C: House drainage revised in accordance with layout amendment 25/6/98 MC
Rev B: REVISION TO NEW ROAD LAYOUT 16/6/98 MC
Rev A: ADD BASED TABLE HATCHING & AMEND NOTES 15/1/98 BEN

Revisions

MASON RICHARDS PARTNERSHIP
ARCHITECTS PLANNERS CONSULTING ENGINEERS LANDSCAPE ARCHITECTS

Subsidiary: Mason, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 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1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943,

Achilles Close

Achilles Close. Footpath
looking east before
works.

12 September 2024



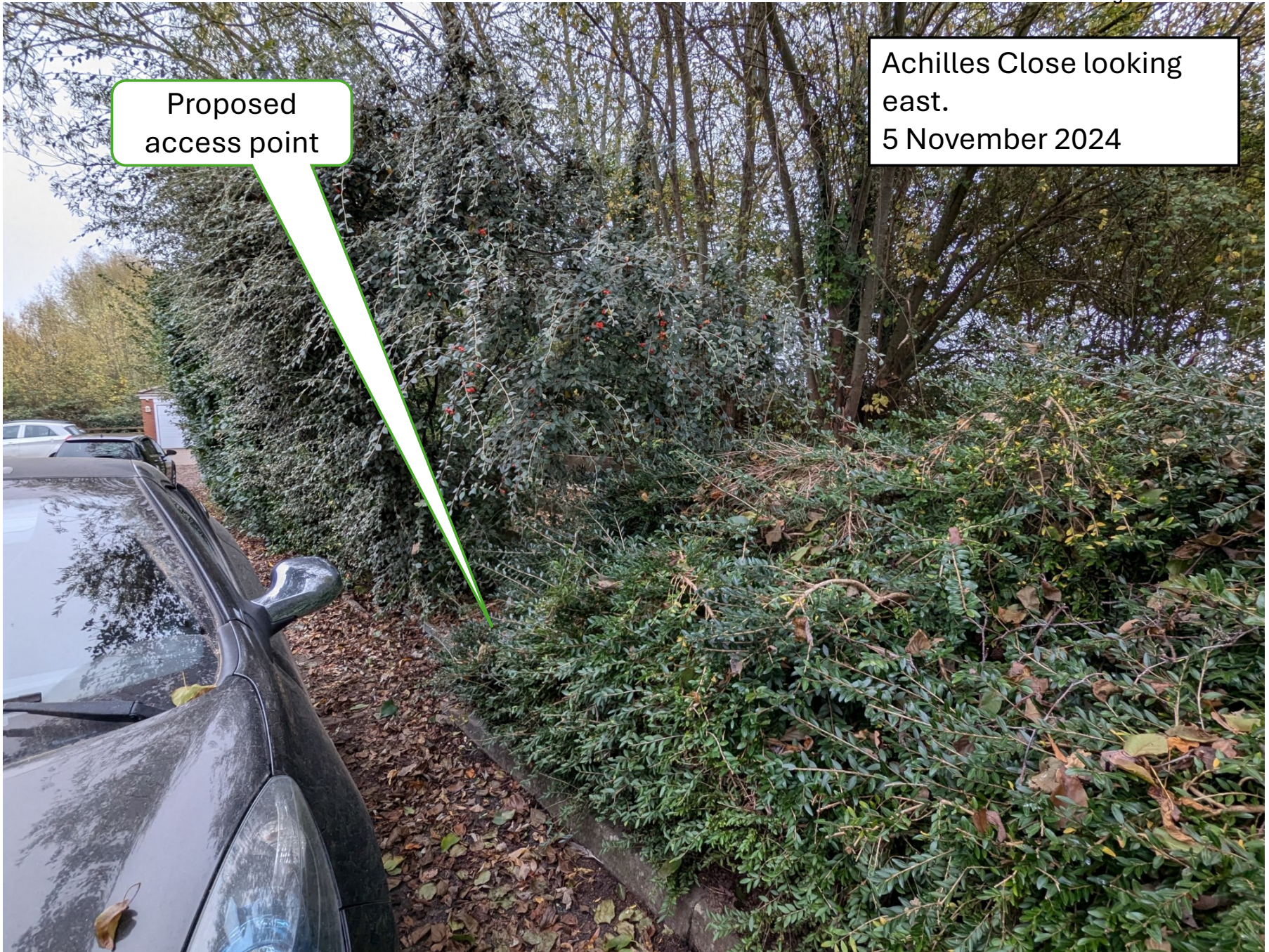
Proposed
access point

Achilles Close looking
south towards footpath.
5 November 2024



Proposed
access point

Achilles Close looking
east.
5 November 2024





Achilles Close looking east.

5 November 2024

Proposed access point

Achilles Close. Footpath
looking east during
works.
3 December 2024



Achilles Close looking
north east during works
and temporary opening
of access route for
construction.

3 December 2024

Temporary construction
access and proposed
permanent access point





Achilles Close looking
north during works and
temporary opening of
access route for
construction.
3 December 2024

Temporary construction
access and proposed
permanent access point

Achilles Close looking
north after works.
7 January 2025

Proposed
access point





Achilles Close looking
north after works.
5 February 2025

Proposed
access point



Harbury Lane Active Travel Connections

Summary of community engagement, November 2023

Overview

Between 18th August and 29th September 2023, Warwick residents were invited to provide feedback on proposals for improved connections for walking, wheeling and cycling along two kilometres of Harbury Lane between the A452 Europa Way, Gallows Hill and Heathcote Lane junction and the B4087 Tachbrook Road/Oakley Wood Road junction.

Press releases were issued by Warwickshire County Council on 18th August and 20th September : <https://www.warwickshire.gov.uk/news/article/4431/warwick-residents-invited-to-have-their-say-on-walking-and-cycling-improvements-along-harbury-lane> and <https://www.warwickshire.gov.uk/news/article/4542/just-over-a-week-left-for-warwick-residents-to-have-their-say-on-walking-and-cycling-improvements-along-harbury-lane-> .

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/8>

Detailed comments could also be sent to the Transport Planning Unit (TPU) email inbox.

Letters were sent out to 159 residents along the Harbury Lane corridor on 18th August. Emails were also sent out to 119 stakeholder organisations/ representatives and 26 WCC colleagues. Information notices were posted on site on 22nd August and remained until 5th September.

Drawings were available to view throughout the engagement period at Shire Hall in Warwick Town Centre, and as part of the following Active Travel drop-in events:

- Tuesday 22nd August between 11.30am and 1.30pm at Heathcote Community Centre, Cressida Close CV34 6DZ.
- Saturday 2nd September, 10am to 5pm at Leamington EcoFest, Pump Room Gardens, Leamington Spa CV32 4AA.
- Tuesday 5 September between 2.30pm and 4.30pm at Lower Heathcote Co-Op, Vickers Way CV34 7BR.



Paper survey forms were available at these venues.



The community engagement was promoted locally by Bishops Tachbrook Parish Council. Some information had already been shared at a public meeting of the Parish Council on 8th June:

<https://bishopstachbrook.com/council-documents/>

In addition to the community engagement, a design review was undertaken by Active Travel England (ATE), which is providing some of the scheme funding, and issued to Warwickshire County Council. A meeting was then held on 26th September between Active Travel England and the transport planning and design teams at Warwickshire County Council to discuss the project in more detail and address some of the comments in the design review.

Responses

- There were a total of 57 responses to the survey (56 online and 1 paper).
- Over 100 people attended the Active Travel drop-in events.
- 13 people submitted additional comments by phone or email.
- 80% of online responses were in agreement or strong agreement 'with the proposal to provide improved routes for walking and cycling along Harbury Lane between the A452 Europa Way, Gallows Hill, Heathcote Lane junction'.

Appendix A of this report summarises the responses to the online/ paper survey.

Appendix B summarises the comments from drop-in events.

Appendix C summaries the emails received directly by TPU.

Key actions following local engagement

- Progress the scheme – as there is a good level of support for all elements.
- Amend designs – particularly with regard to managing impact on vegetation, providing additional crossings, upgrading crossing proposals, making minor changes to path widths and alignments and providing short links (where these are within scope of this project).

Next steps

This project has been commissioned internally by the Transport Planning Unit – with design work undertaken by the Engineering Design Services team. The initial design brief (to prepare feasibility designs suitable for local engagement and undertake a Stage 1 Road Safety Audit) has been completed and a new design brief will now be issued, to cover:

- Detailed design, to include drawings suitable for land dedication, legal orders and formal consultation (including Cycle Tracks Order, road hump S90 notice and shared use S65/S66 notice). Amendments to designs will be requested to respond to comments and suggestions in the community engagement and ATE design review.
- Detailed design of street lighting.
- Ecological surveys.
- Updated cost estimates.
- Preparation of a phased programme, with priority to sections nearest Oakley School. This includes provisional booking of road space from 2024 and tie-in with developer-funded highway works at Tachbrook Road and Europa Way.



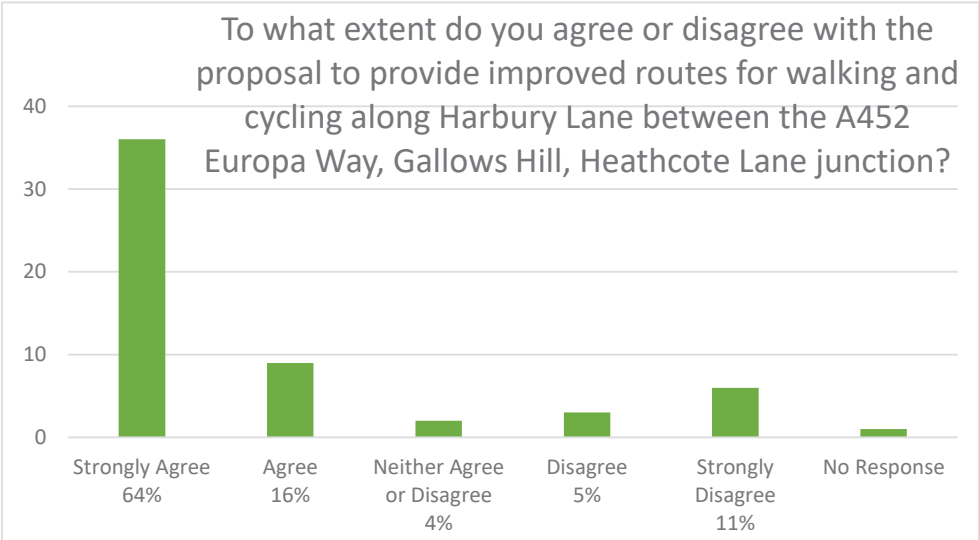
Appendix A – responses to the survey questions

There were 56 online responses and 1 paper survey.

Question responses:

To what extent do you agree or disagree with the proposal to provide improved routes for walking and cycling along Harbury Lane between the A452 Europa Way, Gallows Hill, Heathcote Lane junction?

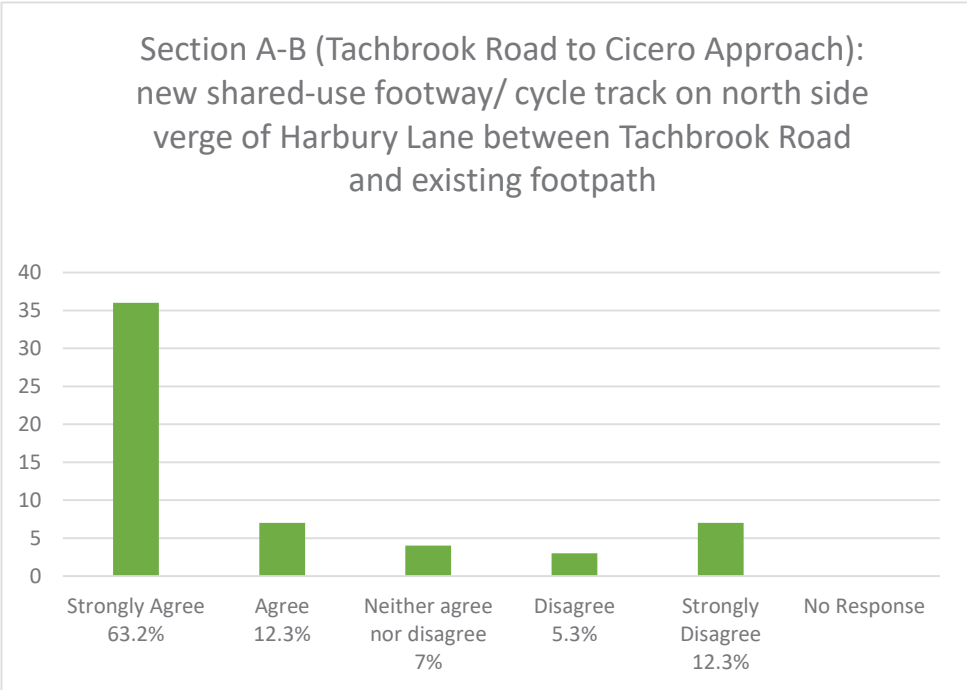
Strongly Agree = 36
Agree = 9
Neither Agree or Disagree = 2
Disagree = 3
Strongly Disagree = 6
No Response = 1



To what extent do you agree or disagree with the following elements of the proposed scheme? (Please refer to Public Engagement Plans Sheets 1 to 5 for more information)

1. Section A-B (Tachbrook Road to Cicero Approach): new shared-use footway/ cycle track on north side verge of Harbury Lane between Tachbrook Road and existing footpath

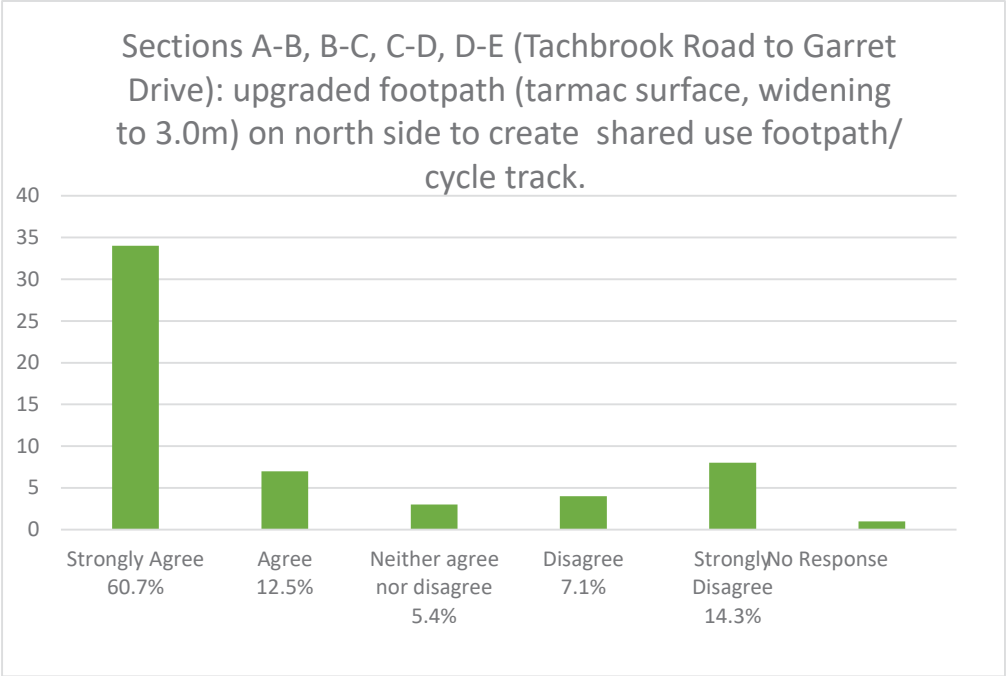
Strongly Agree = 36
Agree = 7
Neither Agree or Disagree = 4
Disagree = 3
Strongly Disagree = 7
No Response = 0





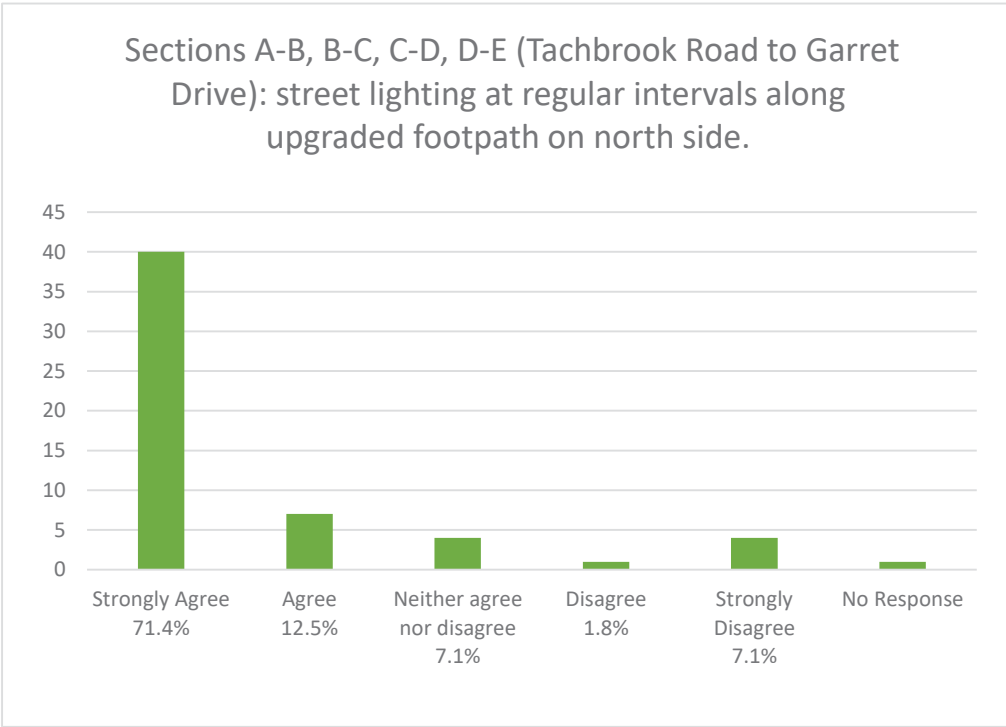
2. Sections A-B, B-C, C-D, D-E (Tachbrook Road to Garret Drive): upgraded footpath (tarmac surface, widening to 3.0m) on north side to create shared use footpath/ cycle track.

Strongly Agree = 34
Agree = 7
Neither Agree
or Disagree = 3
Disagree = 4
Strongly Disagree = 8
No Response = 1



3. Sections A-B, B-C, C-D, D-E (Tachbrook Road to Garret Drive): street lighting at regular intervals along upgraded footpath on north side.

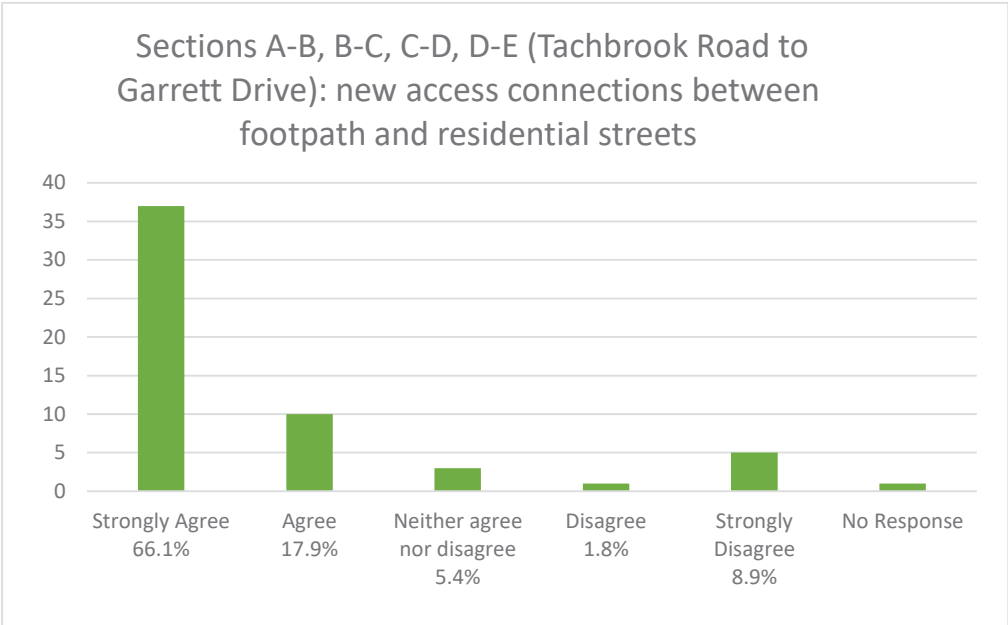
Strongly Agree = 40
Agree = 7
Neither Agree
or Disagree = 4
Disagree = 1
Strongly Disagree = 4
No Response = 1





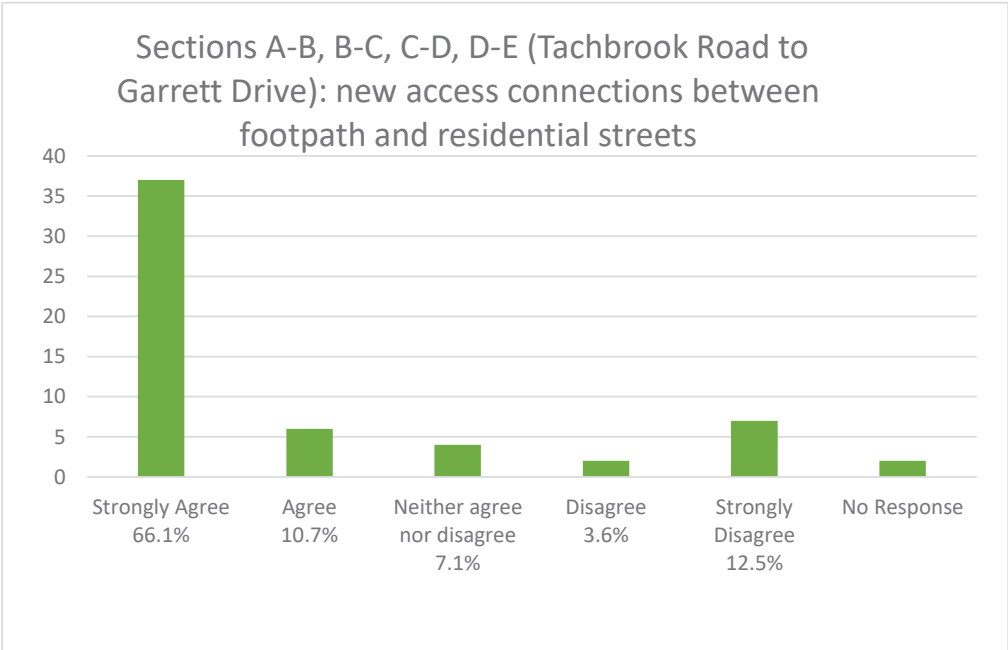
4. Sections A-B, B-C, C-D, D-E (Tachbrook Road to Garrett Drive): new access connections between footpath and residential streets.

Strongly Agree = 37
Agree = 10
Neither Agree or Disagree = 3
Disagree = 1
Strongly Disagree = 5
No Response = 1



5. Point B (Junction of Harbury Lane, Cicero Approach, Lionheart Avenue): upgraded crossings to allow use by cyclists.

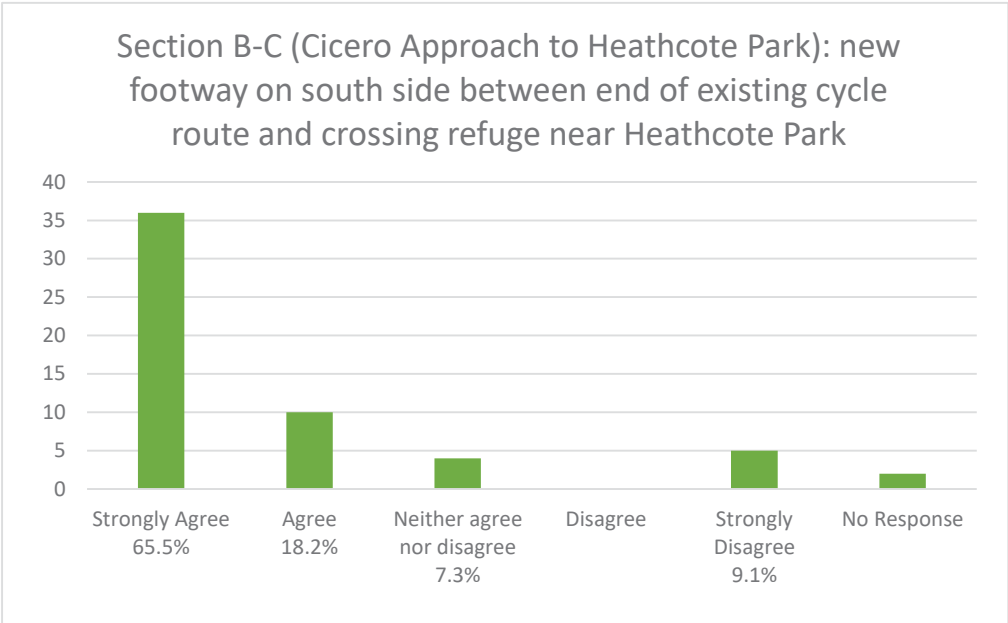
Strongly Agree = 37
Agree = 6
Neither Agree or Disagree = 4
Disagree = 2
Strongly Disagree = 7
No Response = 2





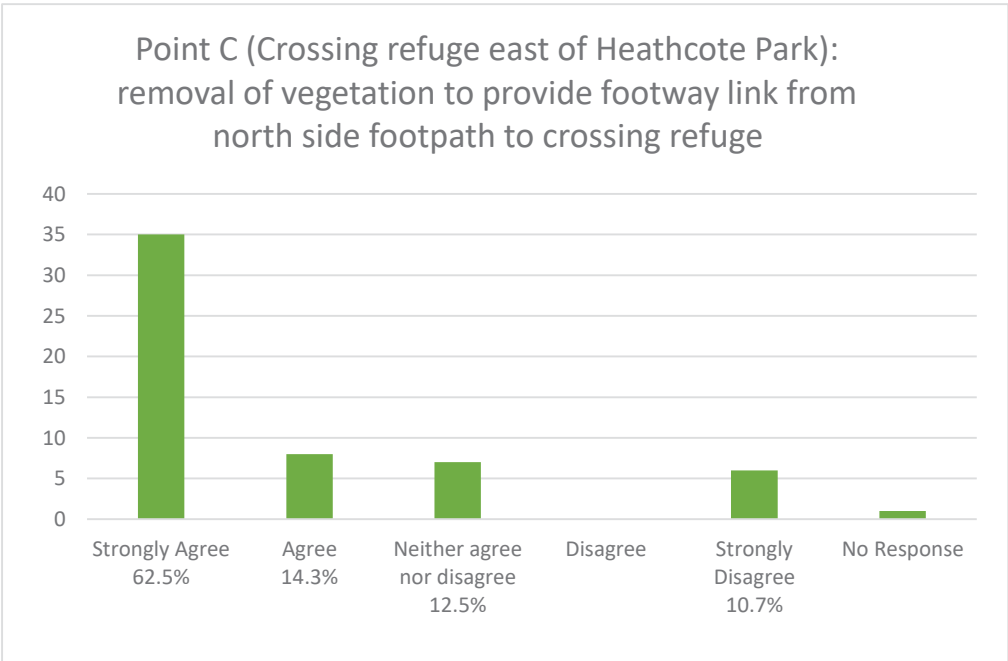
6. Section B-C (Cicero Approach to Heathcote Park): new footway on south side between end of existing cycle route and crossing refuge near Heathcote Park.

Strongly Agree = 36
Agree = 10
Neither Agree or Disagree = 4
Disagree = 0
Strongly Disagree = 5
No Response = 2



7. Point C (Crossing refuge east of Heathcote Park): removal of vegetation to provide footway link from north side footpath to crossing refuge.

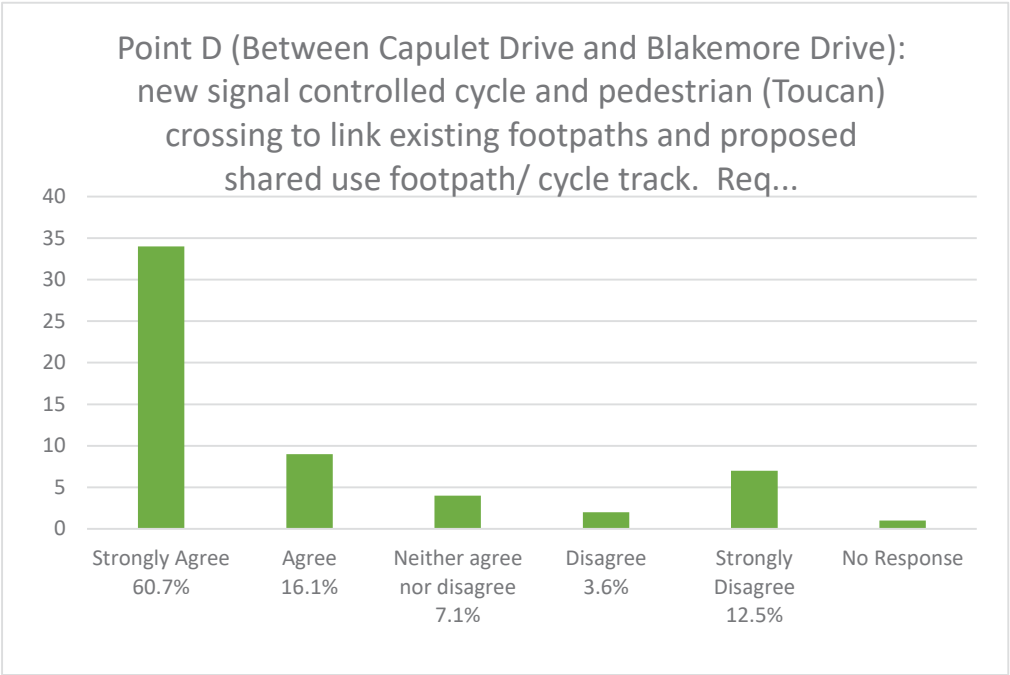
Strongly Agree = 35
Agree = 8
Neither Agree or Disagree = 7
Disagree = 0
Strongly Disagree = 6
No Response = 1





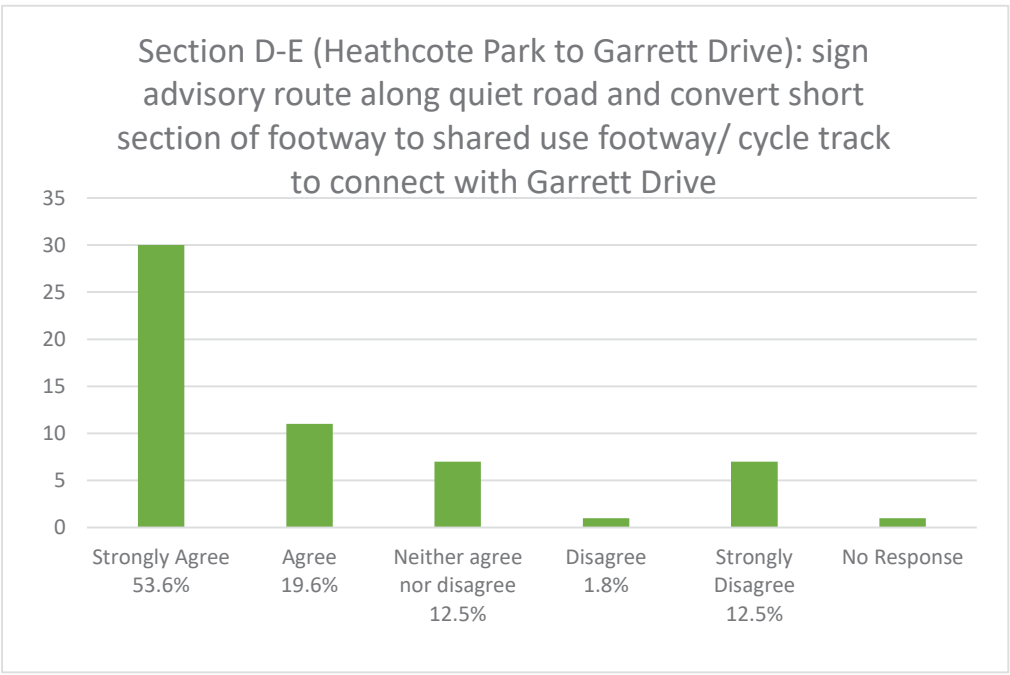
8. Point D (Between Capulet Drive and Blakemore Drive): new signal-controlled cycle and pedestrian (Toucan) crossing to link existing footpaths and proposed shared use footpath/ cycle track. Requires break in the hedge.

Strongly Agree = 34
Agree = 9
Neither Agree
or Disagree = 4
Disagree = 2
Strongly Disagree = 7
No Response = 1



9. Section D-E (Heathcote Park to Garrett Drive): sign advisory route along quiet road and convert short section of footway to shared use footway/ cycle track to connect with Garrett Drive.

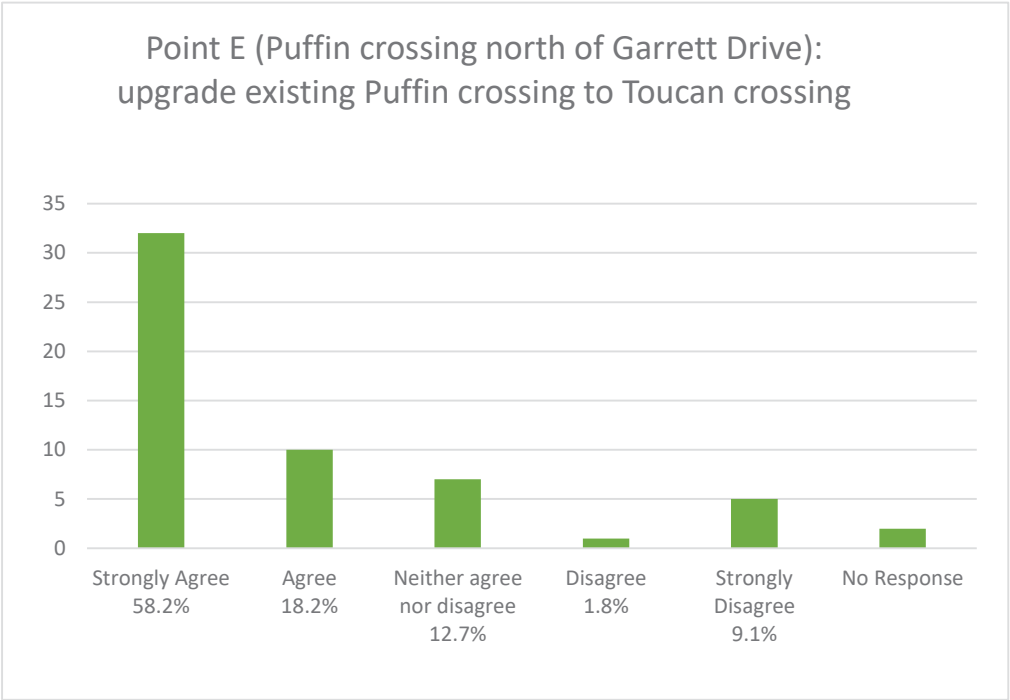
Strongly Agree = 30
Agree = 11
Neither Agree
or Disagree = 7
Disagree = 1
Strongly Disagree = 7
No Response = 1





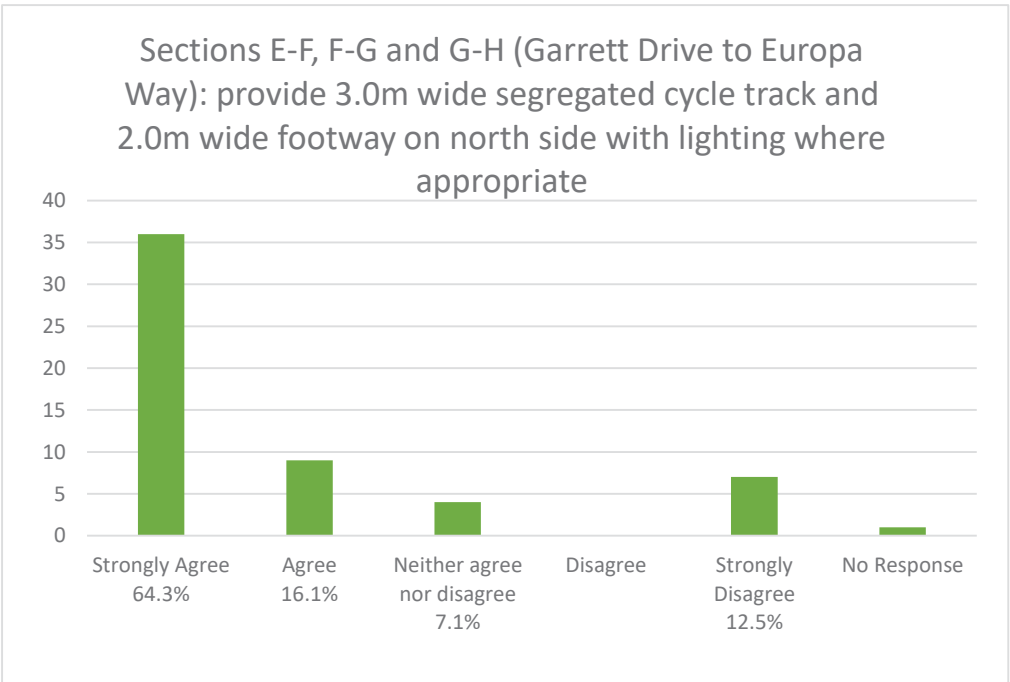
10. Point E (Puffin crossing north of Garrett Drive): upgrade existing Puffin crossing to Toucan crossing.

Strongly Agree = 32
Agree = 10
Neither Agree or Disagree = 7
Disagree = 1
Strongly Disagree = 5
No Response = 2



11. Sections E-F, F-G and G-H (Garrett Drive to Europa Way): provide 3.0m wide segregated cycle track and 2.0m wide footway on north side with lighting where appropriate.

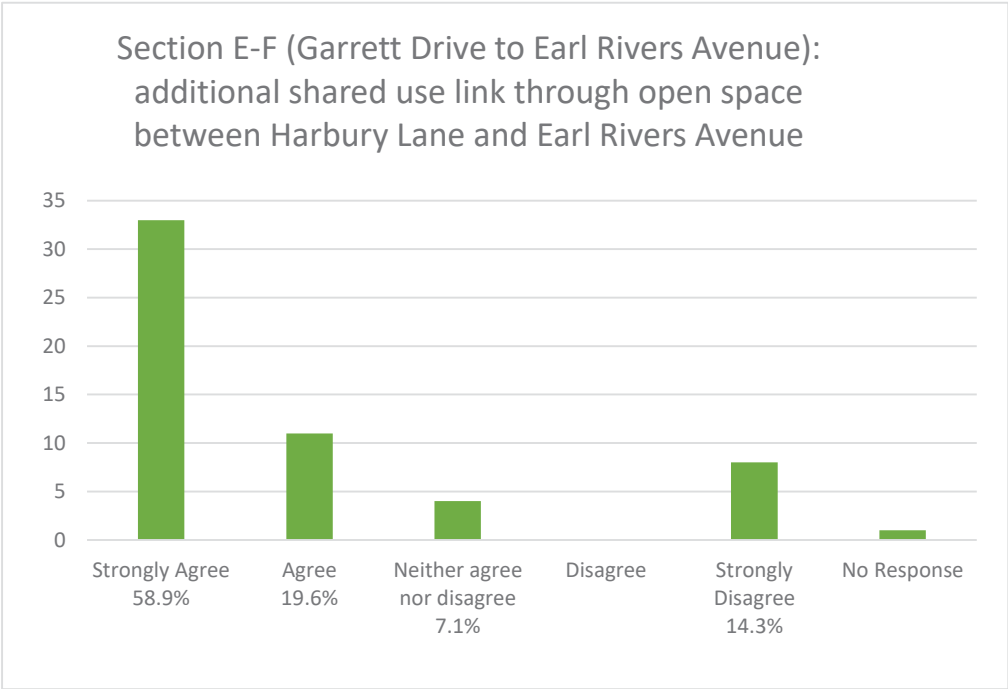
Strongly Agree = 36
Agree = 9
Neither Agree or Disagree = 4
Disagree = 0
Strongly Disagree = 7
No Response = 1





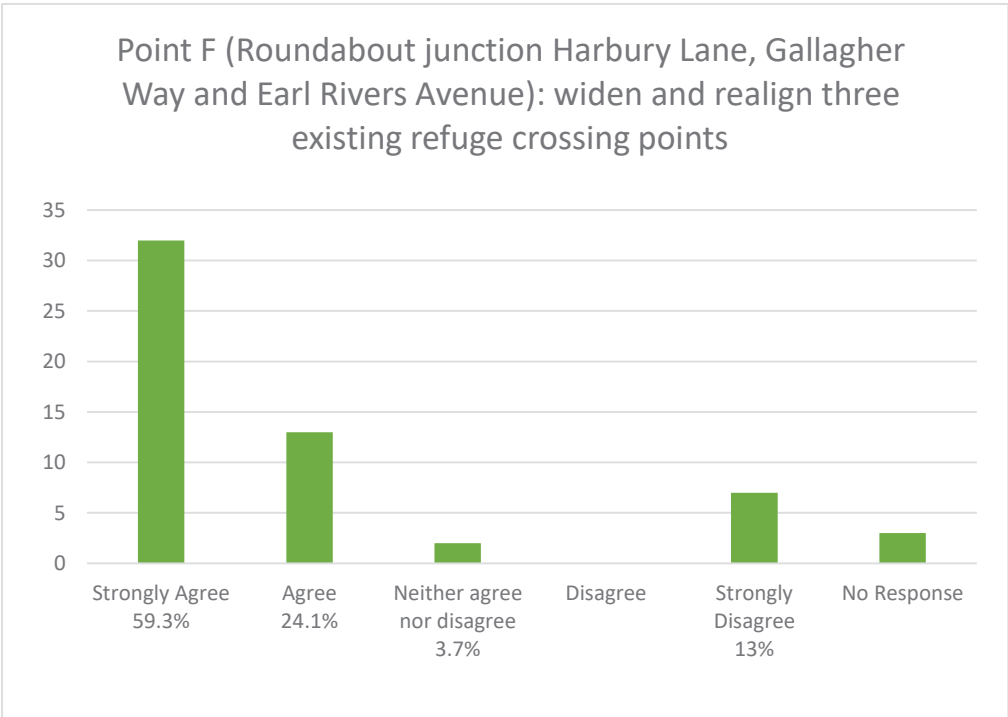
12. Section E-F (Garrett Drive to Earl Rivers Avenue): additional shared use link through open space between Harbury Lane and Earl Rivers Avenue.

Strongly Agree = 33
Agree = 11
Neither Agree
or Disagree = 4
Disagree = 0
Strongly Disagree = 8
No Response = 1



13. Point F (Roundabout junction Harbury Lane, Gallagher Way and Earl Rivers Avenue): widen and realign three existing refuge crossing points.

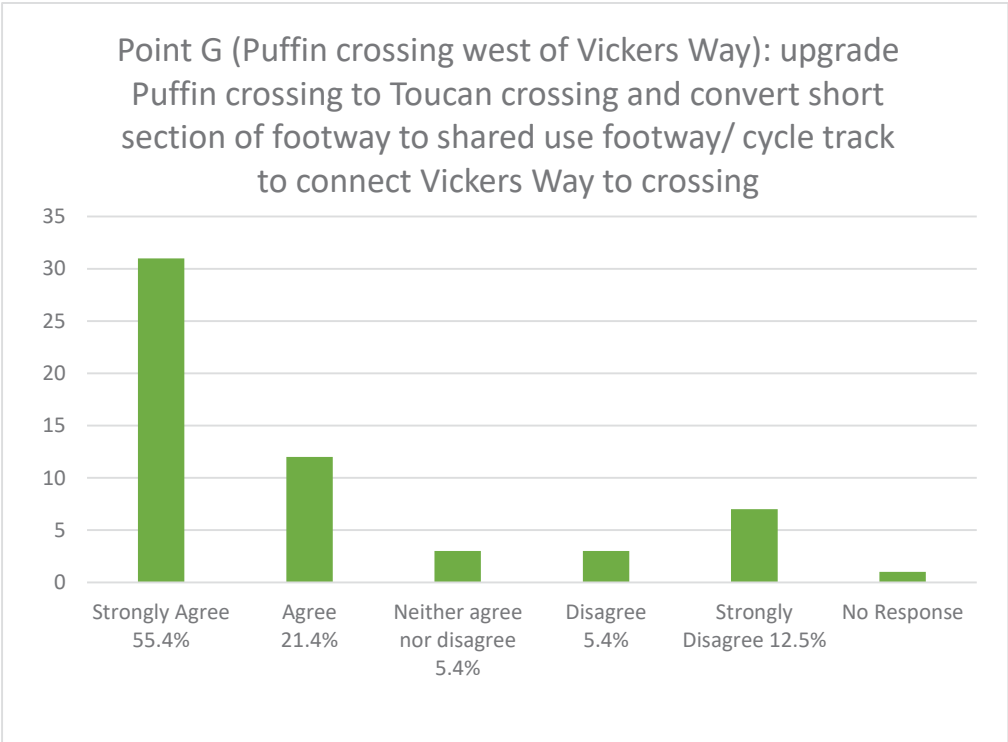
Strongly Agree = 32
Agree = 13
Neither Agree
or Disagree = 2
Disagree = 0
Strongly Disagree = 7
No Response = 3





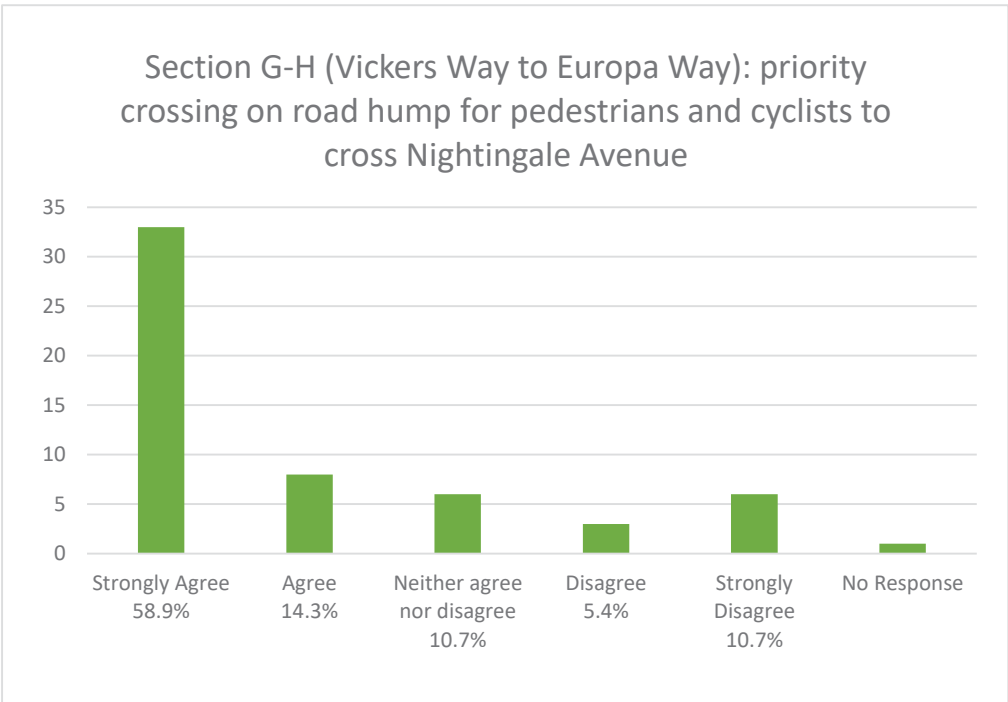
14. Point G (Puffin crossing west of Vickers Way): upgrade Puffin crossing to Toucan crossing and convert short section of footway to shared use footway/ cycle track to connect Vickers Way to crossing.

Strongly Agree = 31
Agree = 12
Neither Agree
or Disagree = 3
Disagree = 3
Strongly Disagree = 7
No Response = 1



15. Section G-H (Vickers Way to Europa Way): priority crossing on road hump for pedestrians and cyclists to cross Nightingale Avenue.

Strongly Agree = 33
Agree = 8
Neither Agree
or Disagree = 6
Disagree = 3
Strongly Disagree = 6
No Response = 1





16. Section G-H (Vickers Way to Europa Way): additional shared use link through open space between Harbury Lane and Heathcote Lane.

Strongly Agree = 34

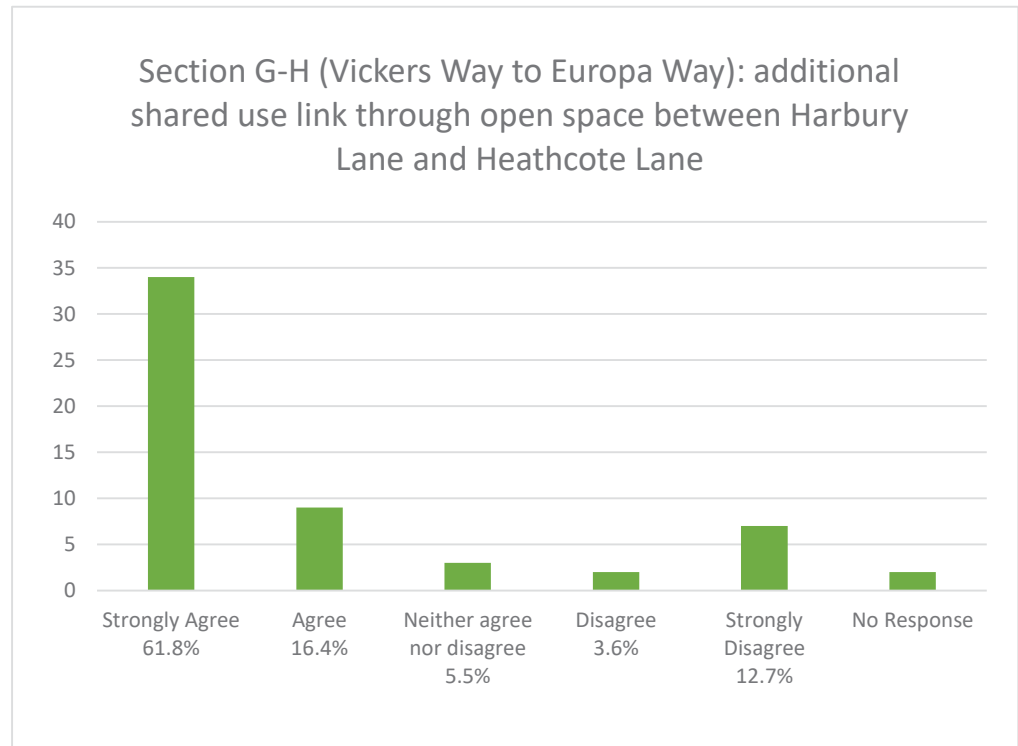
Agree = 9

Neither Agree
or Disagree = 3

Disagree = 2

Strongly Disagree = 7

No Response = 2



How frequently do you currently travel on Harbury Lane using the following transport modes?

Frequency	Frequently (Once a week or more)	Occasionally (Once a month or more)	Rarely (less than once a month)	Never	Not Applicable
On foot	26	13	9	7	0
Cycle	10	13	11	13	2
Bus	2	6	9	28	0
Car or van	43	5	7	1	0
Motorcycle/ moped	0	0	9	26	10
Taxi or mini cab	1	6	17	21	2
Other	0	1	7	17	16



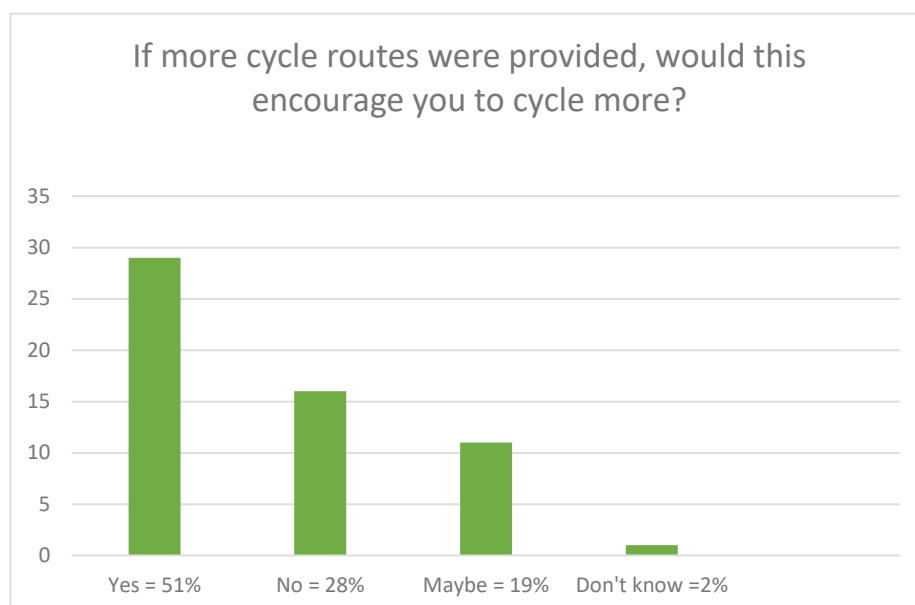
If more cycle routes were provided, would this encourage you to cycle more?

Yes = 29

No = 16

Maybe = 11

Don't Know = 1



Which of the following best describes you? (Please select all that apply)

I live within a mile of Harbury Lane (Heathcote, Warwick Gates, Myton Green, Whitnash);	47
I work in Leamington Spa or Warwick	11
I live in another part of Leamington Spa or Warwick	10
I live outside of Leamington Spa and Warwick	1
I am a business owner	1
I go to school or college in Leamington Spa or Warwick	1

How did you find out about this project? (Please select all that apply)

Other website or social media	17
Letter/ email from the County Council	16
Word of mouth	13
Warwickshire County Council website	9
Local press (newspaper/ radio)	5
Other	4
Local event	3



Do you have specific comments you would like to make about the design of the proposed scheme or any suggestions for changes?

A wide variety of additional text comments were received and these have been grouped into key themes. 51 respondents completed this question.

Most common themes were related to the vegetation (9), general support for safer routes (8) and need for additional links (8).

There were 9 comments in total about the proposed 3.0m width for the footpath section (with 5 respondents wanting wider than 3.0m and 4 respondents stating 3.0m was too wide).

There were also 8 comments in total about crossing facilities and 6 comments about speed limits or speeding.

Theme	Comments	Number of responses
Vegetation	Don't want to see loss of trees/ hedges, concern over wildlife impact and effect on privacy of dwellings	9
Support	Support safer walking and cycle routes	8
Other links	Other links/ improvements are needed, including continuity on south side	8
Speed	Need to reduce speed limits, address speeding and/or introduce speed cameras/ traffic calming	6
Path widths	Paths and crossings should be wider and/or segregated	5
	Path doesn't need to be as wide as 3.0m	4
Timescales	Improvements overdue – the sooner the better	4
Cycle priority	Concern over cycle priority	3
Crossings	Crossings needed at Europa Way	3
	Need better crossing at Heathcote Park	2
	Need to improve Cicero Approach crossings	1
	Concern over crossing at Garrett Drive	1
	Crossing at Section D Capulet Drive not needed	1
Maintenance	Need to consider maintenance of paths and vegetation, now and in future	2
	Need to sort out drainage on paths	2
Lighting	Welcome improved lighting	2
	Concerned about lighting	1
	Personal safety concerns, request for CCTV	2
Extra items	Add signage	1
	Add litter bins	1

If you currently walk or cycle on Harbury Lane, or have done in the past, do you have any comments you would like to make about your experiences?

These have also been summarised by themes in the following table. 48 respondents completed this question.

Over half of all comments were safety related (27 in total) and one third of respondents had concerns about the current condition of paths and roads (17 in total).

4 people felt that existing facilities were fine.



Theme	Comments	Number of responses
Safety	Harbury Lane not currently safe for cycling	10
	Harbury Lane not currently safe for walking/ running	7
	Problems with speeding vehicles	6
	Crossing difficulties/ concerns	4
Condition of paths/ road	Paths are muddy or flooded and become unusable in winter	9
	Paths are too narrow and can be obstructed by vegetation	6
	Harbury Lane – carriageway surface is poor and not good for cycling	2
Lighting	Paths are too dark/ feel unsafe due to lack of lighting	7
No issues	Facilities are fine as they are	4
Accessibility	Footpaths are difficult to access	3
Cyclist behaviour	Anti-social behaviour by cyclists (children on bikes around Co-Op and fast cyclists on path not using bells)	2



Appendix B – comments at drop-in events

The three in-person drop-in events provided a useful opportunity for officers to have in depth conversations with local residents and councillors, and to explain the proposals in more detail. The two Heathcote events also included security bike marking and 'Dr Bike' free safety checks. One event was also timed to tie in with a local health walk. (The combination of activities and support of local community venues (Heathcote Community Centre and Lower Heathcote Co-Op) proved very successful and will be used as the model for future engagement on Active Travel schemes).

A summary of participation is shown below:

Date	Duration	Venue	Officers	Visitor numbers	No. bikes security marked	No. bikes checked by 'Dr Bike'
Tuesday 22 nd August (school holidays)	11.30am to 1.30pm	Heathcote Community Centre, Cressida Close CV34 6DZ	3	20	2	6
Saturday 2 nd September	10am to 5pm	Leamington EcoFest, Pump Room Gardens CV32 4AA	3	60*	n/a	n/a
Tuesday 5 September (term time)	2.30pm to 4.30pm	Lower Heathcote Co-Op, Vickers Way CV34 7BR	3	25	9	13

*Information was provided about Harbury Lane Active Travel Connections together with plans for a proposed Toucan crossing at Radford Road, Leamington Spa and new walking and cycling maps.

The feedback from people at the drop-in events was similar to comments received in the survey responses, but there were more detailed conversations and specific questions from some residents about the impact to their property. Particular comments included:

- Concerns about pedestrian access and crossing facilities for elderly and disabled residents of Heathcote Park including request to consider signal-controlled crossing
- Discussions regarding impact on hedges and loss of vegetation or wildlife habitat – but also reassurance from officers that the project would involve ecological surveys and look to minimise removal of vegetation
- Lighting – requests not only for lighting on footpath but for better lighting on Harbury Lane
- Wider connections – importance of crossing provision at Europa Way and links to wider walking and cycling network. Need to upgrade crossings and route along Tachbrook Road to provide continuous route to/from Leamington Railway Station. Link to Earl Rivers Avenue across open space also needs upgrading.
- Information requested on Tachbrook Country Park – connections between the schemes and timescales
- Observations on how Harbury Lane has changed in recent years – with increasing volume of traffic and associated noise
- Clarification of paths and cycle tracks on the engagement plans
- Road humps and priority crossings requested on south side – at Garrett Drive and Vickers Way.



Appendix C – other comments (email/ phone call)

12 emails and 1 phone call were received about the proposals including 9 from local residents and 4 from organisations (RNIB, WDC Green Space team, Cycleways and British Cycling). In addition to these, Active Travel England provided detailed feedback through their design review process.

The emailed comments included:

Theme	Comments
Support	General support – works need to be done as soon as possible
Vegetation	- Concern over potential loss of bushes and trees. - Need for wildlife assessment - More bushes/ trees/ flowering plants need to be planted for habitat, attractiveness and to insulate homeowners against noise - Mature oak trees at end of footpath need to be properly protected during the construction phase in accordance with BS 5837 (Trees in Relation to Construction) and any path widening is away from tree
Local access	- Remove barriers on existing cycle track near Tressel Croft - Add connection to the proposed cycle track at the end of Trinculo Grove. - Links between the path and nearby streets will increase permeability. - Close existing connection to footpath from Tamora Close - Realign proposed path from Harbury Lane to Earl Rivers to link with existing cycle routes heading north - Close Nightingale Avenue access to motor traffic - Suggest alternative route to Europa Way via Nightingale Avenue, Swallow Drive, and widened footpath - Consider additional links/ crossings on south side of Harbury lane near Europa Way (residents already walking in verge and cutting through gaps in hedges)
Other links	- Request for a walking and cycling route along Europa Way between Harbury Lane and Shires Retail Park - Improve the Heathcote/ Tachbrook Road junction - Provide additional crossing on Lionheart Avenue (within new development away from Harbury Lane) - Include minor improvements to existing cycle routes in the surrounding area such as: replacing chicane barriers with bollards, introducing priority at side roads, as well as wayfinding
Speed	Reduce speed limit and introduce traffic calming measures
Path widths	3.0m width for footpath is inadequate for increased demand – suggested 4.5m instead, and separation between pedestrians and cyclists - Need for clear space either side of path
Cycle priority	- South side - issues with lack of continuity at Heathcote Park and no provision at side roads - Introduce cycle priority crossings at Garrett Drive and Vickers Way - Need greater priority/ signal-controlled crossing for pedestrians and cyclists crossing at Earl Rivers Avenue



Theme	Comments
Crossings	• Remove slip road at Tachbrook Road junction • Provide parallel cycle crossing Harbury Lane/ Lionheart Avenue junction • Install bicycle detection loops on Cicero Approach crossing • Request for signal-controlled crossing for Heathcote Park residents, many of whom are elderly and/or disabled. (One person preferred to see a crossing here rather than at Blakemore Drive). Refuge crossing at Heathcote Park not used (people cross at entrance to Heathcote Park)
Maintenance	• Maintain existing paths better • Consider drainage at points where tarmac paths adjoin unsurfaced sections
Lighting	• Provide more information on lighting adjacent to properties at Tamora Close • Lighting to have cowls fitted and partial switch off
Extra items	• Suggested locations of new litter bins • Request for benches • Add signage • Need for clear markings on shared use paths, and white line where segregated
General design comments	• Shared RNIB's Key Principles of Inclusive Street Design • Not in favour of shared use footways • Support for the cycle path behind the hedge, attractive and more suitable for children travelling to school • Advisory route section may be along a private drive • Prefer to see improved provision for cyclists on road network • Remove sharp turns from the route at eastern end • Advisory route section may be along a private drive

THIS PUBLIC PATH CREATION AGREEMENT is made on the 29 day of July Two thousand and twenty-four **BETWEEN** (1) **WARWICK DISTRICT COUNCIL** of Town Hall Parade Royal Leamington Spa CV32 4AT the one part and (2) **WARWICKSHIRE COUNTY COUNCIL** of Shire Hall Warwick Warwickshire of the other part.

WHEREAS

(1) Title of owner

Warwick District Council is registered at HM Land Registry as proprietor with an absolute freehold title under Title Number WK416891 of the land known as the public open space land on the south side of Heathcote Lane, Warwick (hereinafter called "the Land")

(2) Right of Way

Warwick District Council intends to dedicate that part of the Land which is described in the Schedule hereto as a public footpath (hereinafter called "the Public Footpath")

(3) Highway Authority

Warwickshire County Council is the highway authority for the area in which the Public Footpath is situate and has consulted all local authorities in whose area the Public Footpath is situated and has had due regard to the needs of agriculture (including the breeding and keeping of horses) and forestry and the desirability of conserving flora, fauna and physiographical features

NOW THEREFORE IT IS HEREBY AGREED in pursuance of section 25 and 72 of the Highways Act 1980 (and all other enabling powers) between Warwick District Council and Warwickshire County Council as follows:-

1 Agreement to dedicate by Warwick District Council

Warwick District Council in its capacity as landowner hereby dedicates the Public Footpath for use by the public on foot for the purposes of a footpath (initially) with the intent that the Public Footpath shall be added to and form part of the highway and be maintainable by Warwickshire County Council at the public expense

2 Agreement by Warwickshire County Council

Warwickshire County Council hereby agrees to make up and form as necessary the said Land as a Footpath initially (with the intention of proposing conversion into a cycle track pursuant to the Cycle Tracks Act 1984) and shall hereafter maintain the Land as part of the highway maintainable at the public expense

3 Satisfaction of section 25 of the Highways Act 1980

For the avoidance of doubt Warwick District Council as an interested local authority confirms that it has been consulted with regard to the proposed dedication of the Public Footpath pursuant to this Agreement and has no objection to this

THIS AGREEMENT is executed as a deed and is delivered and takes effect at the date stated at the beginning of it.

THE SCHEDULE
(Description of the Public Footpath)

ALL THOSE pieces or parcels of land situate to the north-east of Harbury Lane, Warwick in the County of Warwickshire and which are shown coloured pink on the drawings annexed hereto and numbered

- 9.2-C43—017-050 Rev. B
- 9.2-C43—017-051 Rev. B
- 9.2-C43—017-052 Rev. C
- 9.2-C43—017-053 Rev. C

and which fall within Title Number WK416891

The **COMMON SEAL** of)
WARWICK DISTRICT COUNCIL)
was hereunto affixed in the)
presence of:-)



137/24

Designated Officer

A. Kainth

Print Name

ANU KAINTH

The **COMMON SEAL** of)
THE WARWICKSHIRE COUNTY)
COUNCIL was hereunto affixed in the)
presence of:-)



1243/24

Designated Officer

Nichola Vine

Print Name

Nichola Vine

DATED 29 July **2024**

WARWICK DISTRICT COUNCIL

and

WARWICKSHIRE COUNTY COUNCIL

Highways Act 1980

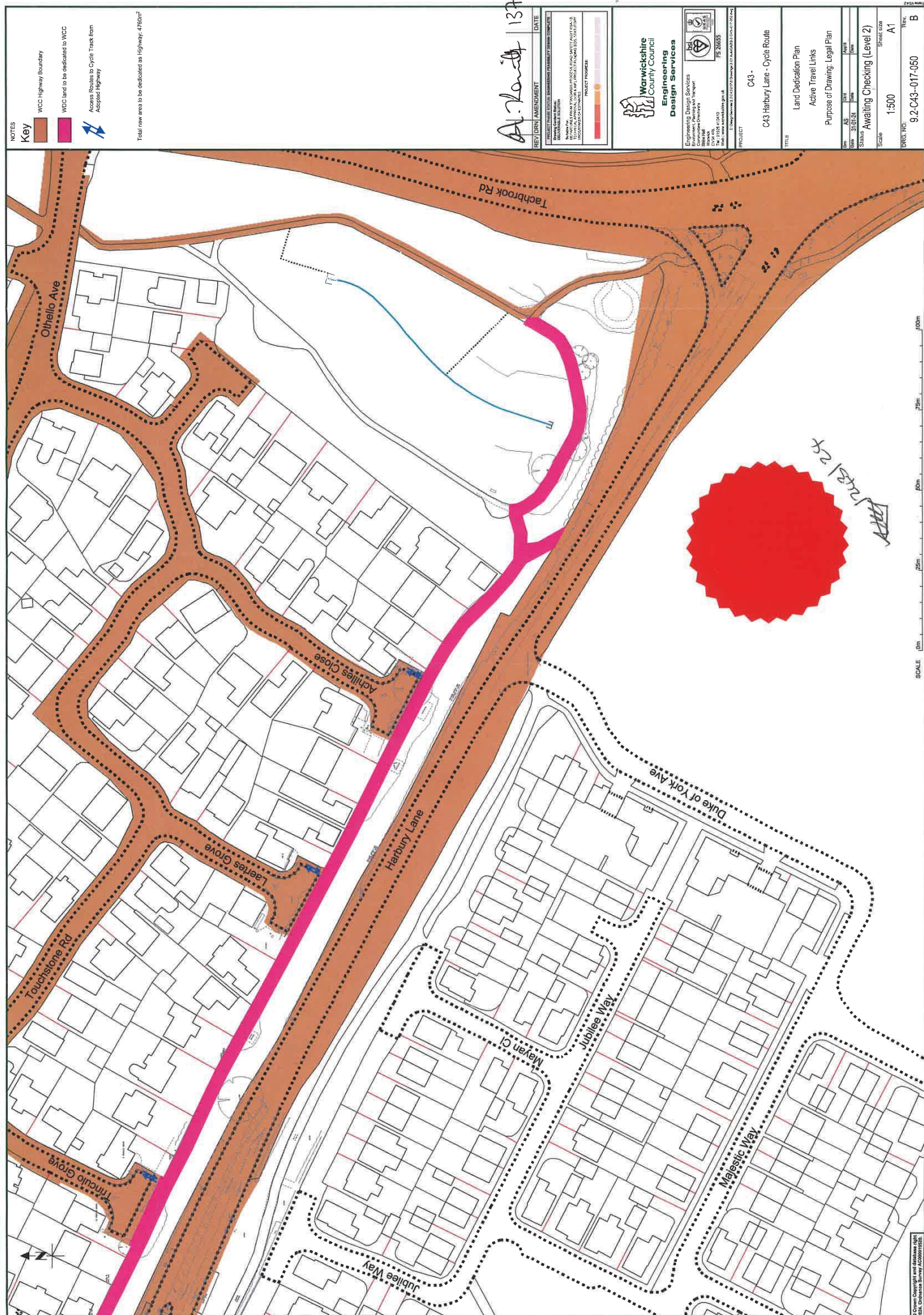
sections 25

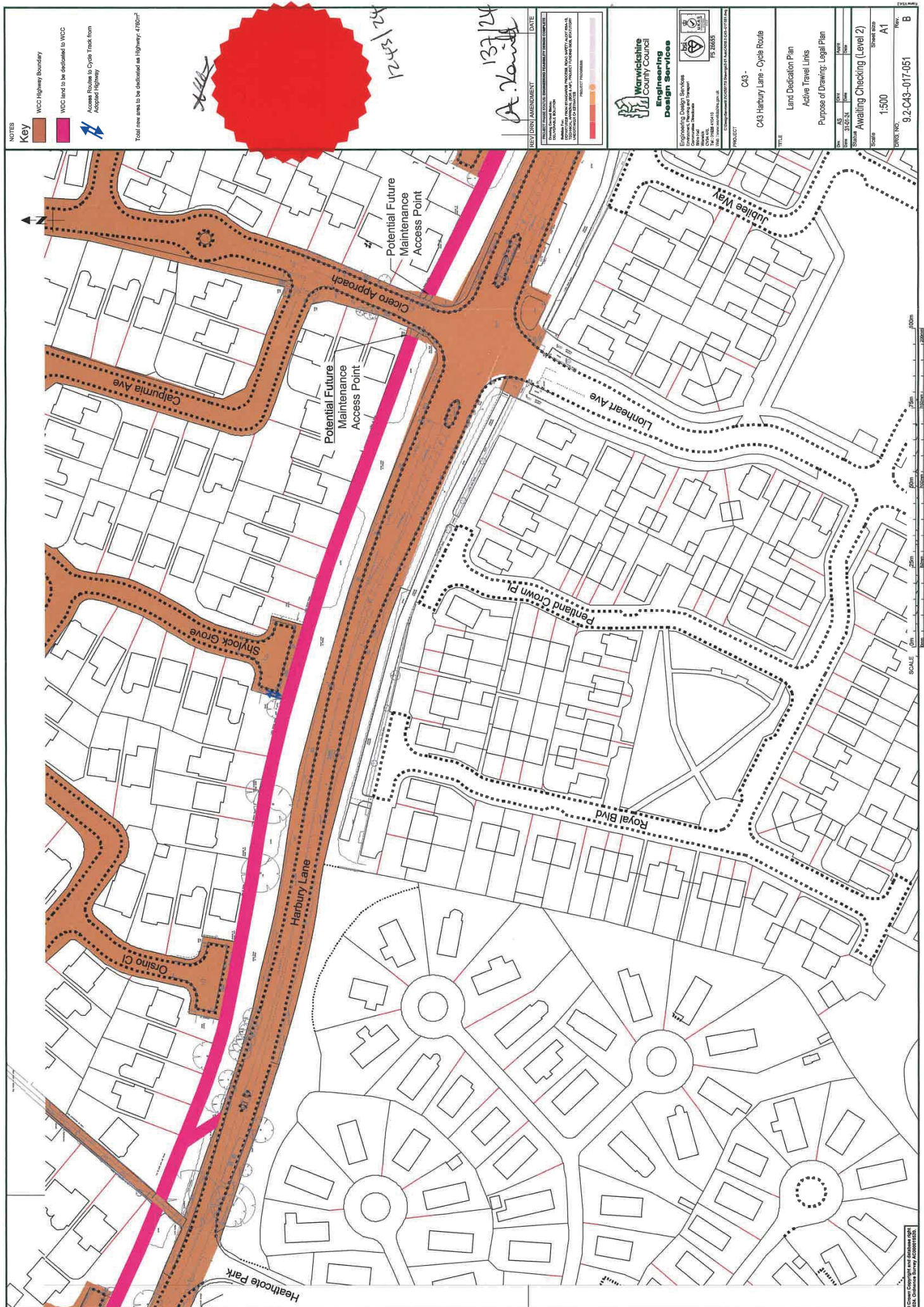
Public Path Creation Agreement

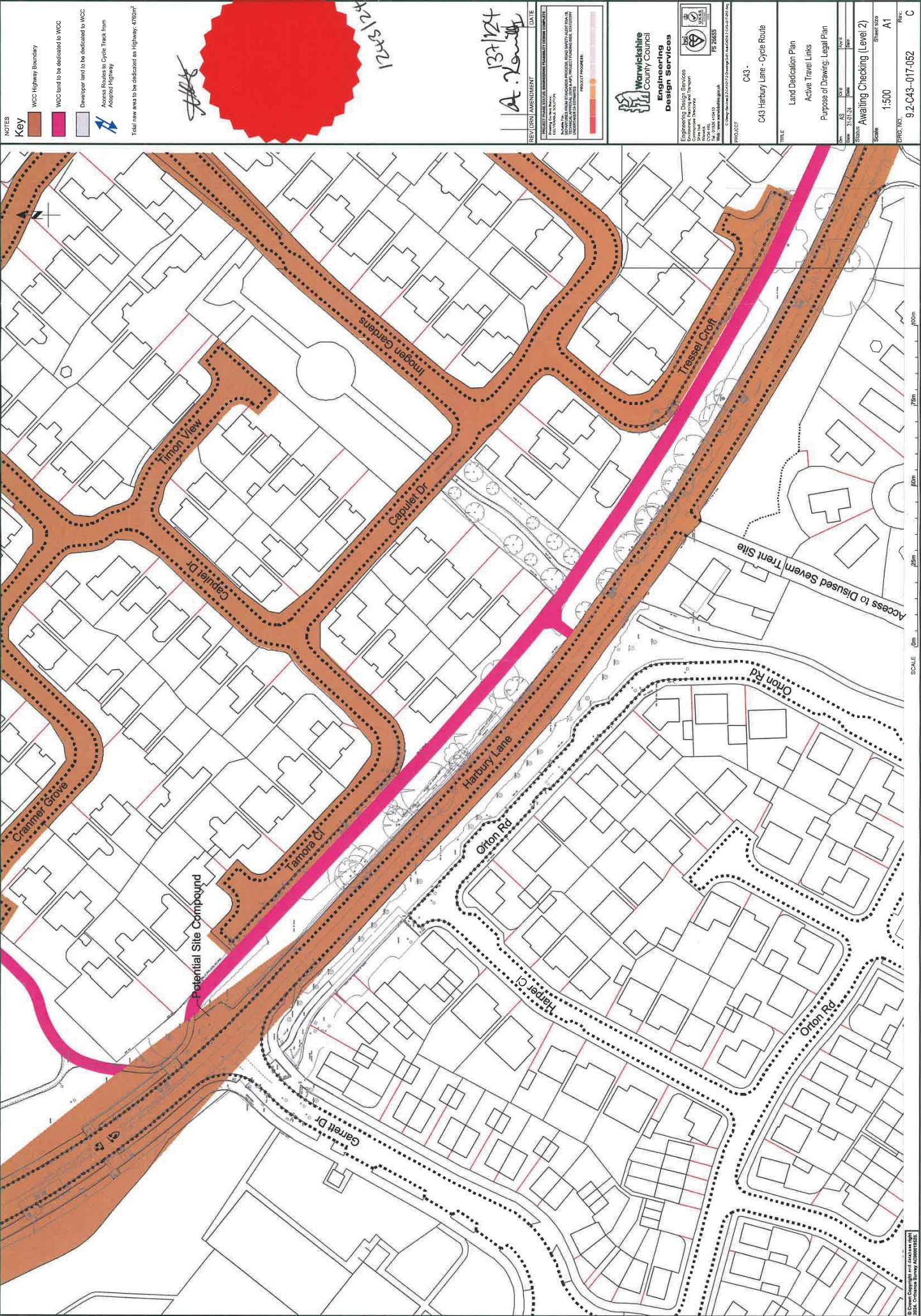
relating to land at Harbury Lane, Warwick

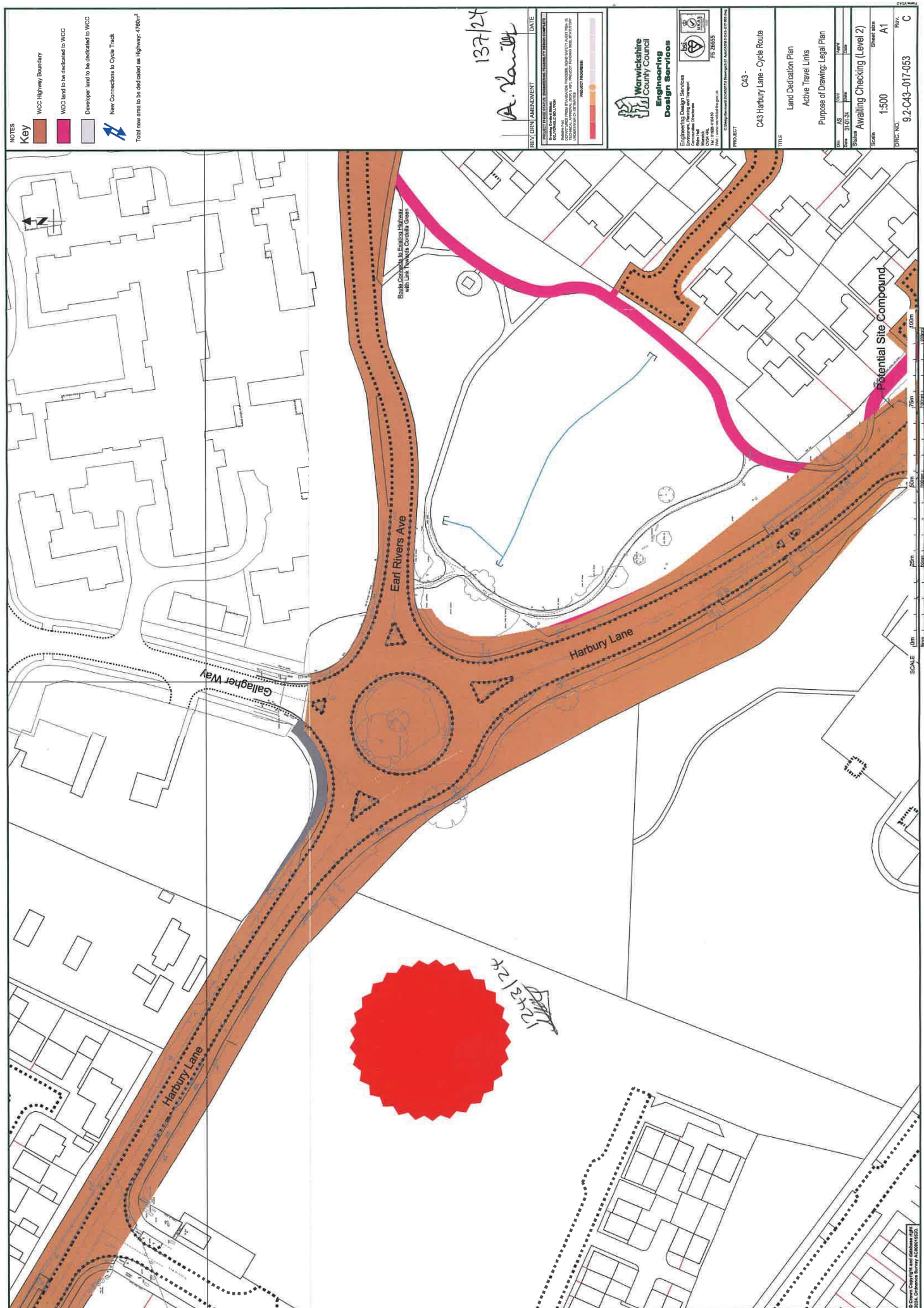
in the County of Warwickshire

S Duxbury
Director of Strategy, Planning & Governance
Warwickshire County Council
Shire Hall
Warwick
(DE58643)









Overview

Warwickshire is a large, predominantly rural county with several densely populated historic towns connected by a network of A and B roads and separated by miles of countryside. For many years, the predominant choice of travel around the county has been the private motor car, and development has routinely favoured its continued use.

Where possible, and without disadvantaging rural communities, we need to do as much as we can to move away from car dependency. It's clear that a gradual switch away from car usage will have huge health benefits for Warwickshire's people, improve local air quality and reduce our local transport contribution to climate change. Safer, more attractive active travel options, defined as making journeys or moving goods using physically active means, such as walking and cycling, will also help to improve transport choices for people who do not have a car or access to one.



Encouraging a switch to other forms of transport can have additional economic benefits. Congestion on UK roads cost our economy almost £7bn in 2019, close to £900 or 115 hours of lost time for every driver. A more balanced approach to travel, together with options which reduce the need to travel at all and remove traffic from the road network will lessen this economic impact.



One of the ways we can move away from over-reliance on the motor car is by choosing active travel options. These are the most efficient ways of moving people within limited space, such as congested town centres. They require less land than that needed for manoeuvring and parking motor vehicles. This is particularly relevant in Warwickshire with its historic towns and villages, narrow bridges and protected landscape areas.



"There are lots of new routes needed locally before users take up a healthier way to travel".

Citizens' Panel member

"We need more places to leave bikes, more pedestrianised zones that no cars can enter".

Citizens' Panel member

Walking and cycling are the most efficient options for local journeys - reducing our carbon footprint, delivering the economic benefit that comes with easing road congestion and reducing the severity and frequency of collisions.

People who choose walking and cycling as frequent travel choices see significant benefits to their wellbeing, both physically and mentally. This also helps to reduce the wider health costs associated with inactivity and contributes to community wellbeing.

The people of Warwickshire have demonstrated strong support for improving walking and cycling facilities. The highest recommendation from the Warwick People's Inquiry on Climate Change was to promote cycling, and support has also been shown throughout the consultation that went into LTP4 and engagement with Local Cycling and Walking Infrastructure Plans (LCWIPs).



Active Travel Policies

Policy Position AT1

Improving accessibility and attractiveness of active travel options

The Council will seek to promote the attractiveness of active travel options by improving the facilities that enable and increase access to them. We will do this through our own interventions and also by influencing the planning and development process.

Measures may include:

- improvements at bus and rail interchanges, car parks, town centres and key public buildings
- safe and secure cycle parking facilities; easier access to affordable rental bikes; e-bike hubs; cycle to work schemes; more lockers and showers in new workplace developments
- low carbon last mile goods deliveries - using or switching to cycles or e-bikes for the short, final stages of deliveries

Policy Position AT2

Better, safer routes for walking and cycling

WCC has developed a hierarchy of travel choice which seeks to establish active travel options at the forefront of transport choices for Warwickshire's residents and visitors. Safety is critical in promoting cycling and walking. We will design to the latest standards, to create and place emphasis on the maintenance of local walking and cycling routes which offer coherent, safe, comfortable, attractive, direct connections that are accessible to all.

The Council will do this through:

- Local Cycling and Walking Infrastructure Plans
- liaison with local cycling and walking groups
- active involvement in the road safety audit process to prioritise cyclist and pedestrian welfare

Policy Position AT3

Information and Promotion

The benefits of active travel choices in terms of physical and mental wellbeing, and the economic and environmental advantages, are well known. But it is not enough to build better cycling and walking routes and expect people to use them. WCC will use all communication methods to provide information to promote active travel routes. We will develop more user-friendly county-wide mapping and signing and carry out regular surveys and audits on active travel uptake.

"I like all of the above and that we are thinking that just building active travel options does not guarantee that they will use them".

Citizens' Panel member





Part 2 ► Warwick District



1. The Current Situation

Overview

The District of Warwick includes the historic county town of Warwick, and adjoining urban areas of Leamington Spa and Whitnash, as well as the market town of Kenilworth. These towns are fairly self-contained in terms of services. Census data shows that almost two thirds of travel to work trips start and end within the Leamington Spa and Warwick urban areas - which generates a strong demand for local journeys on foot and by cycle and supports the continuation of investment in walking and cycling infrastructure. The towns within Warwick District are also well-connected by public transport, to other Warwickshire towns as well as to Coventry, Solihull and Birmingham.

Warwick District hosts many of the administrative functions for Warwickshire including the Shire Hall in Warwick, Combined Court in Leamington Spa and Warwickshire Police headquarters in Leek Wootton. The local economy is diverse and includes a well-established tourism and events sector, a growing number of professional business services and high-value engineering and manufacturing. In recent years Leamington has become known as 'silicon spa' with its growing hub of small-scale software companies. The District is also home to large-scale premises and cutting-edge technologies. 2021 saw the opening of the £130 million UK Battery Industrialisation Centre in Baginton and the Rosalind Franklin Laboratory in Leamington - one of the largest diagnostic facilities in the UK.

Although the tourism focus is often on castles and towns, the local countryside includes linear country parks along disused railways (Kenilworth Greenway and Offchurch Greenway) and attractive waterways. Together with the wide range of visitor attractions, there is plenty of scope for wider promotion of walking and cycling for local days out and longer stays.



The density of population and concentration of employment sites within compact urban areas together with a younger population means that Warwick District residents are likely to have a greater propensity to cycle. There is also a strong demand for investment in active travel modes, shown from recent community engagement and recommendations from the [Warwick District people's inquiry on climate change 2020/21](#) (promotion and encouragement of more cycling was highest priority).

Population and health

There were 148,452 residents in Warwick District at the **2021 Census**. This is an increase in numbers (7.8%) from 2011, slightly higher than increase across England (6.6%). 65% of people live in Warwick, Leamington Spa and Whitnash which had a combined population of **96,905 in 2021**. Another 15% of the District's residents live in Kenilworth, which had a population of **22,235 in 2021** and is located approximately 5km north of Warwick and Leamington.

At the **2021 Census**, the average (median) age in Warwick District was 40, the same as the England average. The proportion of 'White British' people was 84.6% in 2021, higher than 77% in the wider West Midlands (metropolitan area and shire counties) but slightly below the 89.1% for Warwickshire.

The **2021 Census** asked residents to rate their own health on a scale of 'very good' to 'very bad'. In Warwick District, 85.1% of residents described their health as 'good' or 'very good', slightly above the overall figure for Warwickshire of 82.2%.

Data from the **Active Lives Adult Survey** (Sport England) shows that 72.7% of adults (aged 18+) in Warwick District are physically active (undertaking the minimum recommended activity of 150 minutes of moderate intensity equivalent physical activity per week). This is higher than the 67.1% in Warwickshire and 67.3% in England.

61.6% of Warwick District adults are classified as overweight or obese (where BMI is greater than or equal to 25kg/m²). This compares with 66.2% for Warwickshire and 63.8% for England. The NHS National Child Measurement Programme shows that 30.2% of Warwick District children in Year 6 are overweight or obese, compared to 36% in Warwickshire and 37.8% in England.

Travel patterns

Whereas the 2021 Census provides reliable data about population, the information collected on travel patterns needs to be considered with caution due to:

- Responses being collected during the coronavirus (COVID-19) pandemic. Restrictions on travel ended later in 2021.
- Increase in home working.
- Smaller numbers due to people on furlough, temporarily not working.
- Confusion over whether the Census question guidance was followed; some people may have provided travel information for the last time they worked, or they may have answered based on their behaviours on Census Day.
- 2011 results included those aged 16-74 in employment, whereas the 2021 Census included people aged 16 and over in employment.

Travel to work data from both 2011 and 2021 is therefore described below.

In 2011, driving a car or van was the most popular mode of travel for commuting to work by Warwick District residents (64.7% of the working population aged 16-74 years). The 2015 Review of Sustainable Transport Alternatives (Warwick and Leamington Spa Transport Strategy) looked at data from the Warwick and Leamington Spa Wider Area Highway model and local Bluetooth surveys to suggest that approximately 69% - 74% of car trips in the peak periods are generated from within the Warwick and Leamington Spa urban areas. However, 64% of travel to work trips start and end within the Leamington Spa and Warwick urban areas (Census 2011). One in four journeys to work are less than 2km, with a further one in five being in the 2km-5km range.

The 2011 Census also showed that 7.1% of the working population used public transport to get to work, 12% of people walked and 3.2% cycled. 6.8% worked mainly at or from home.

In 2021, driving a car or van remained popular but the numbers and proportions were affected by the pandemic: 39.4% of the working population aged 16 years and over, travelled to work by car or van. This is lower than other districts in Warwickshire. 2.2% of the working population used public transport to get to work, 7.7% of people walked to work and 1.9% cycled. 44.7% worked mainly at or from home – the highest proportion in Warwickshire.

Car ownership increased slightly in Warwick District between 2011 and 2021. 16.6% of households did not own a car or van in 2021, compared with 18.4% in 2011. 42.4% owned 2 or more cars and vans compared with 40% in 2011.

Travel habits from the Active Lives Adult Survey (Sport England) showed:

- 22.3% of Warwick District adults walk for travel at least three days per week. This is significantly higher than 13.6% in Warwickshire and 15.1% in England.
- 2.5% of Warwick District adults cycle for travel at least three days per week, compared to 1.6% in Warwickshire and 2.3% in England. (2019/20)

Road safety

Table W1 shows that there have been substantially more cyclist casualties in Warwick District between 2016 and 2020 than pedestrian casualties (240 cyclist casualties and 191 pedestrian casualties), which may reflect the higher numbers of cyclists within the main towns of Warwick, Leamington and Kenilworth. Overall collision numbers are fairly low, and therefore some caution is needed when analysing the data.

There seems to be a disproportionate number of pedestrians and cyclists involved in collisions compared to actual numbers of people using these modes and miles travelled by these modes. Although this is a problem countywide (21% of all casualties in 2020 were pedestrians or cyclists), this is a particular problem in Warwick District (where 33% of all casualties in 2020 were pedestrians or cyclists).

Table W1: Road traffic collisions between January 2016 and December 2020, involving pedestrians and cyclists, Warwick District

Year	Pedestrian casualties				Cyclist casualties				Total
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
2016	1	12	26	39	0	16	38	54	93
2017	1	7	29	37	1	15	45	61	98
2018	3	8	19	30	0	8	43	51	81
2019	3	9	32	44	1	7	28	36	80
2020	1	10	30	41	0	9	29	38	79
Total	9	46	136	191	2	55	183	240	431

There is no clear pattern regarding the time of year of pedestrian and cyclist collisions over the 5 years, although slightly more pedestrian collisions occurred in February and for cyclists, there were more collisions in the months of June, September and October. There were more collisions involving cyclists at peak times: 8am-9am in the morning and 5pm-6pm in the afternoon. 80% of all pedestrian and cyclist collisions were during hours of daylight.

The majority of pedestrian collisions occurred away from crossings and junctions, although the opposite was the case for cyclist collisions, with most at junctions. Fortunately the number of collisions in Warwick District is generally low. However, there are particular locations and corridors in the main towns where a number of collisions have occurred including:

- Leyes Lane near Kenilworth School, Park Hill, Kenilworth
- A425 Banbury Road, Warwick
- A429 Coventry Road, Warwick
- A445 Emscote Road/ Rugby Road, Warwick and Leamington Spa
- A425 Myton Road, Warwick near Myton School
- A425 Old Warwick Road/ High Street, Leamington Spa
- B4087 Tachbrook Road, Leamington Spa
- Grosvenor Road, Leamington Spa
- Leamington Spa town centre including The Parade, Clarendon Avenue and Warwick Street

Figures W1 and W2 map the locations of all collisions, and this information has been used to focus on specific areas and to support the LCWIP proposals for future infrastructure to improve road safety outcomes. In addition to walking, wheeling and cycling schemes, road safety intelligence will be used to identify and implement specific casualty reduction schemes at locations with a significant history of injury collisions.

Figure W1: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Kenilworth

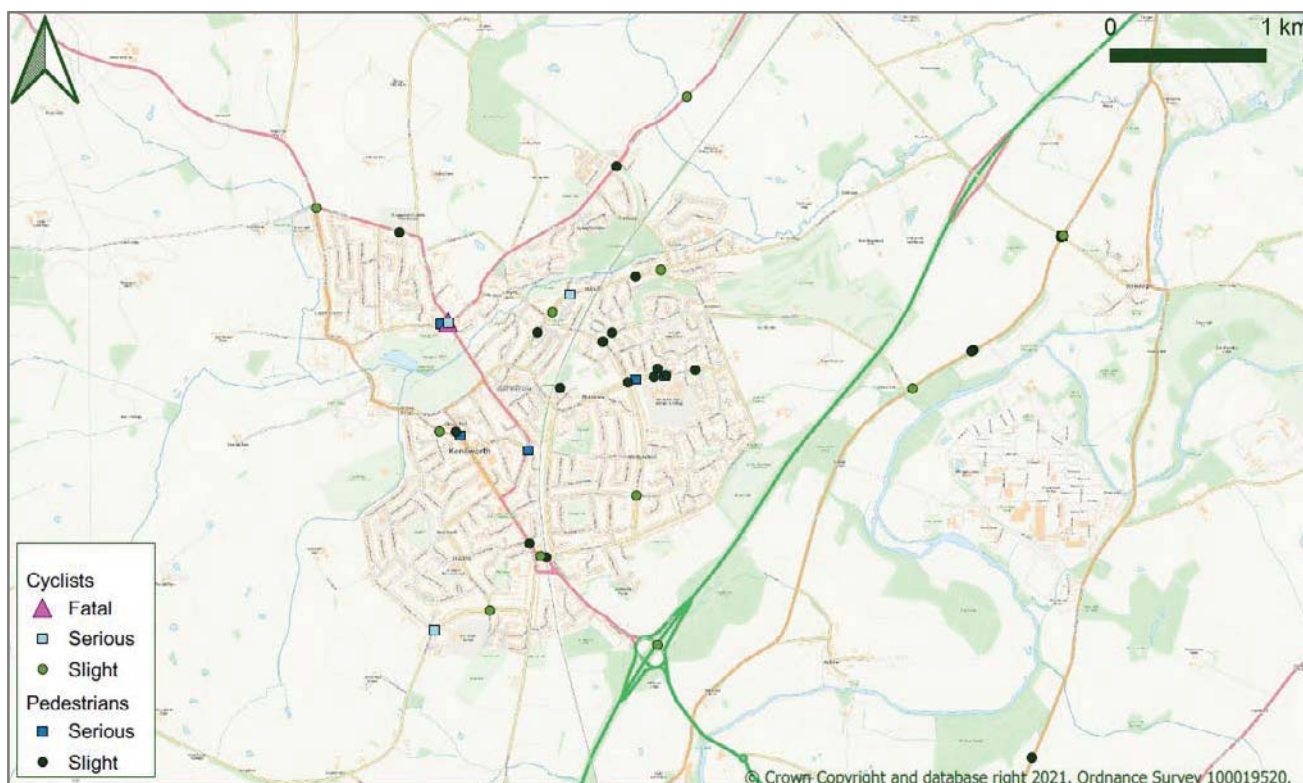
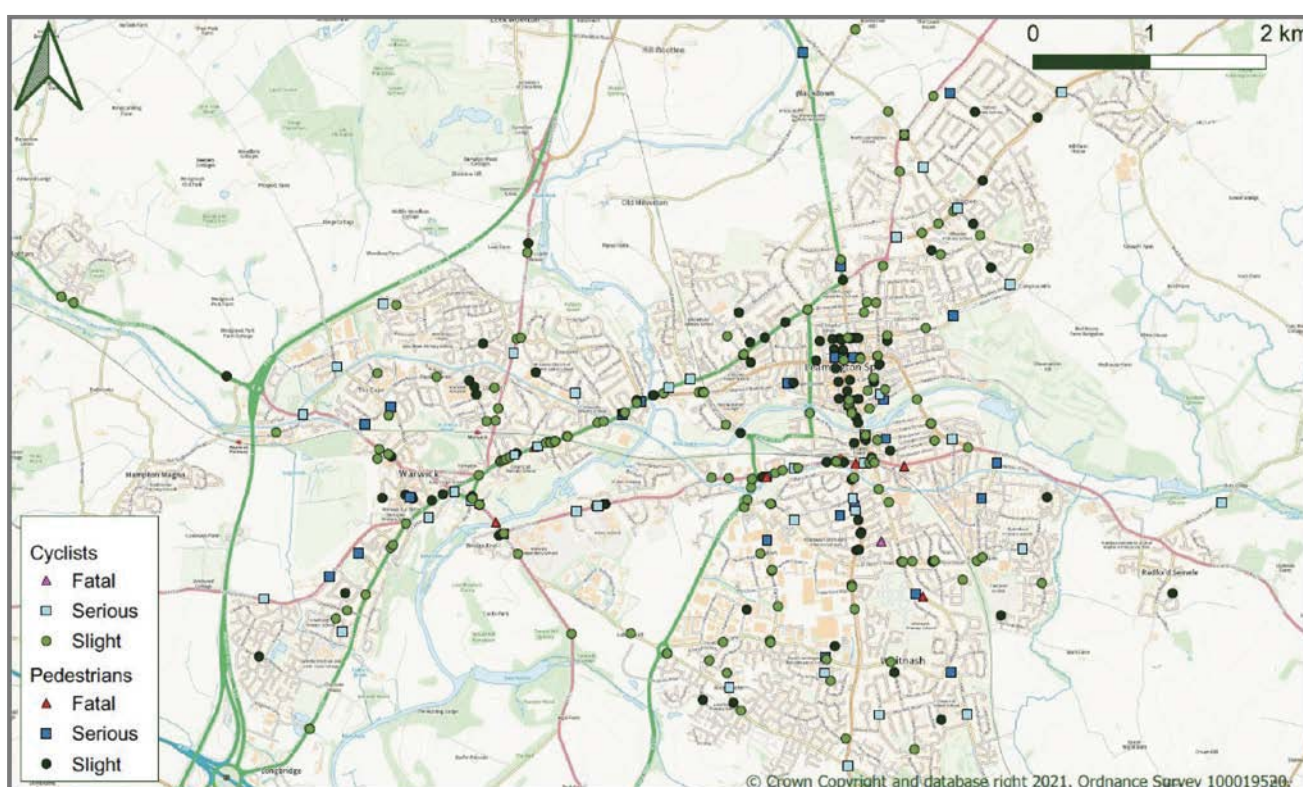


Figure W2: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Warwick, Leamington Spa and Whitnash



Physical barriers

Figure W3: barriers to walking and cycling around Kenilworth, Warwick, Leamington Spa and Whitnash

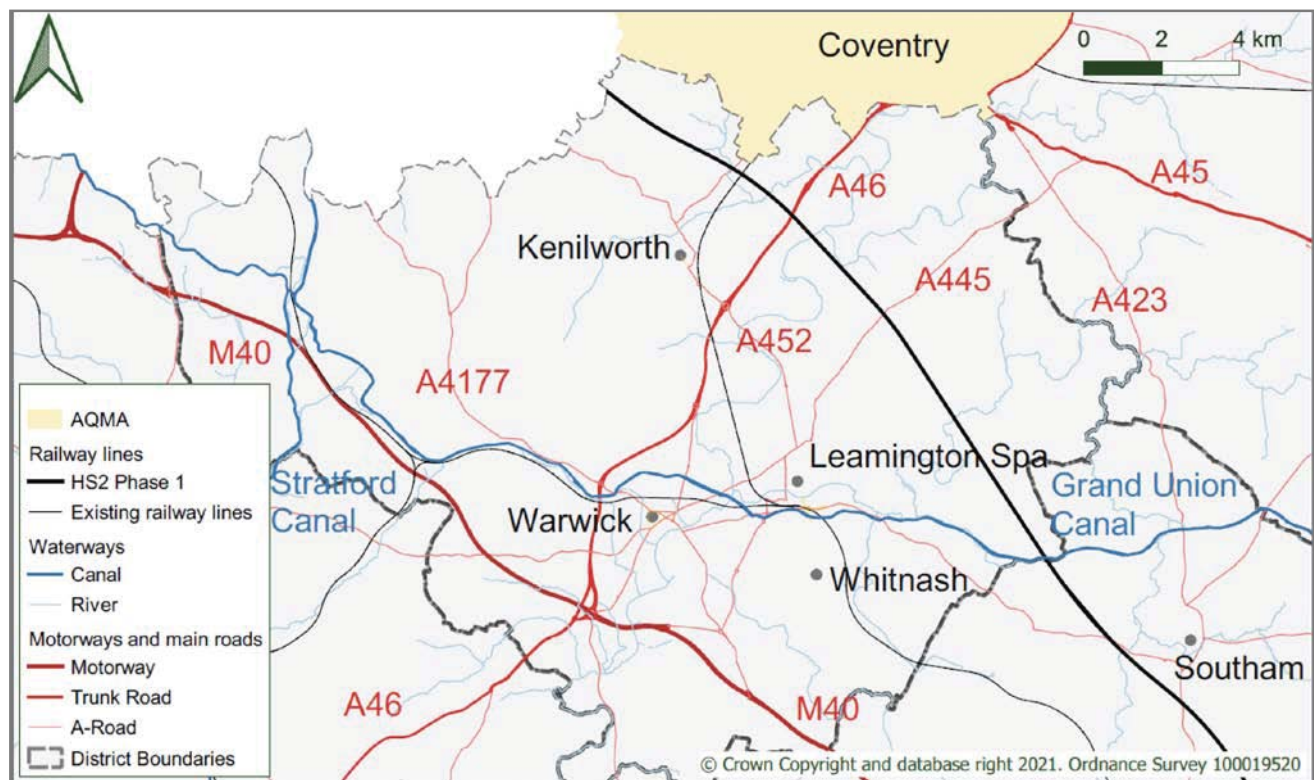


Figure W3 shows the main barriers to walking and cycling movements; main roads and motorways; rivers and canals; and railways, including HS2. These barriers can cause community severance and 'funnel' pedestrians and cyclists (and motor traffic) into a limited number of crossing points.

Figure W3 also shows the Air Quality Management Areas (AQMA) for Coventry (city-wide), Kenilworth, Warwick and Leamington Spa.

Specific problems in Warwick District are:

- A46 – this Strategic Road cuts north-south across the District and limits active travel between Kenilworth and south west of Coventry with Warwick and Leamington Spa
- A45 – another Strategic Road, this runs along the southern boundary with the City of Coventry and presents problems for travelling between Ryton, Baginton and Coventry, although a new road bridge has recently been completed across the A45 at Whitley
- M40 – the motorway cuts northwest to southeast, restricting crossing points between Warwick and Stratford-on-Avon Districts
- HS2 will impact on many areas, both during and after construction

The proximity of towns and villages to main roads and motorways and exposure to vehicle emissions is a concern, although designated Air Quality Management Areas are currently focused on town centres; Kenilworth (New Street and Warwick Road); Warwick (town centre and Coventry Road near the railway station); and Leamington Spa (Bath Street, High Street and Clemens Street).

Some physical barriers also present opportunities, in terms of providing linear corridors, including the towpaths of the Stratford Canal and Grand Union Canal, already used for recreational activities and short utility trips. There is also potential to make more of the River Avon which runs from Wasperton in the southwest of Warwick District to Bubbenhall in the northeast. Disused railway lines offer further possibilities to build on the popularity of existing traffic-free routes such as the Kenilworth Greenway and Offchurch Greenway.

Warwickshire County Council is working with partner organisations such as Highways England and HS2 to try and reduce the impact of road and rail barriers in Warwick District, to identify safer interfaces with walking, cycling and horse-riding routes and seek appropriate investment through Highways England Designated Funds and HS2 Road Safety Fund.

More detailed assessment of barriers within individual settlements has been undertaken for the [South Warwickshire Local Plan](#). This information is used to grade potential development sites on a 5-point scale between best and poorest connectivity.

Existing facilities and networks

The towns and villages in the Warwick District area are connected by a network of main roads and local streets managed by Warwickshire County Council. The A452 and parts of the A45 form part of the [Major Road Network](#).

Warwickshire County Council is planning a number of large highway projects within the Warwick District area including:

- [A452 Europa Way corridor](#). This Major Road is being adapted to support adjacent residential and employment growth. Plans include a Park and Ride facility near the M40 junction and provision of a high-quality cycle route. A footbridge linking with Tachbrook Country Park is also under consideration.
- [Warwick Town Centre](#). This phased project aims to improve access for cyclists and pedestrians. The first phase comprised a cycle track on Priory Road and 20mph zone in the town centre.
- [Emscote Road Multi Modal Corridor Improvements](#). This scheme will connect Warwick to Leamington with high-quality segregated walking and cycling facilities alongside improvements to the Greville Road and Princes Drive junctions and Portabello bridge. The overall scheme will make it safer for cyclists, increasing the potential for a modal shift to sustainable modes.
- [Bath Street improvement scheme](#), Leamington Spa. Full pedestrianisation and segregated cycling facilities will be provided along the length of Bath Street, incorporating modal filters that will improve air quality through the removal of through-traffic.
- Leamington Town Centre Movement Strategy. Proposal to connect the north and south parts of the town centre with a sustainable movement network to reduce reliance on motor vehicles and improve air quality.

The District is also transected by the M40 motorway which forms part of the **Strategic Road Network** managed by Highways England (Area 9), along with the A46 and the A45 (southeast of Coventry). Projects coming forward include:

- **A46 Stoneleigh Junction.** These works between Kenilworth and Coventry include a new bridge across the A46 and realigned slip roads. Safety improvements include the provision of shared footway/cycleways throughout the junction, as well as signalised toucan crossing points across all slip roads.
- **A46 Strategic Link Road.** This proposal is for a new access road between the A46, University of Warwick and development sites on the southern fringes of Coventry. Cycle routes are also proposed, and a new railway station and interchange facility on the Coventry to Kenilworth line.

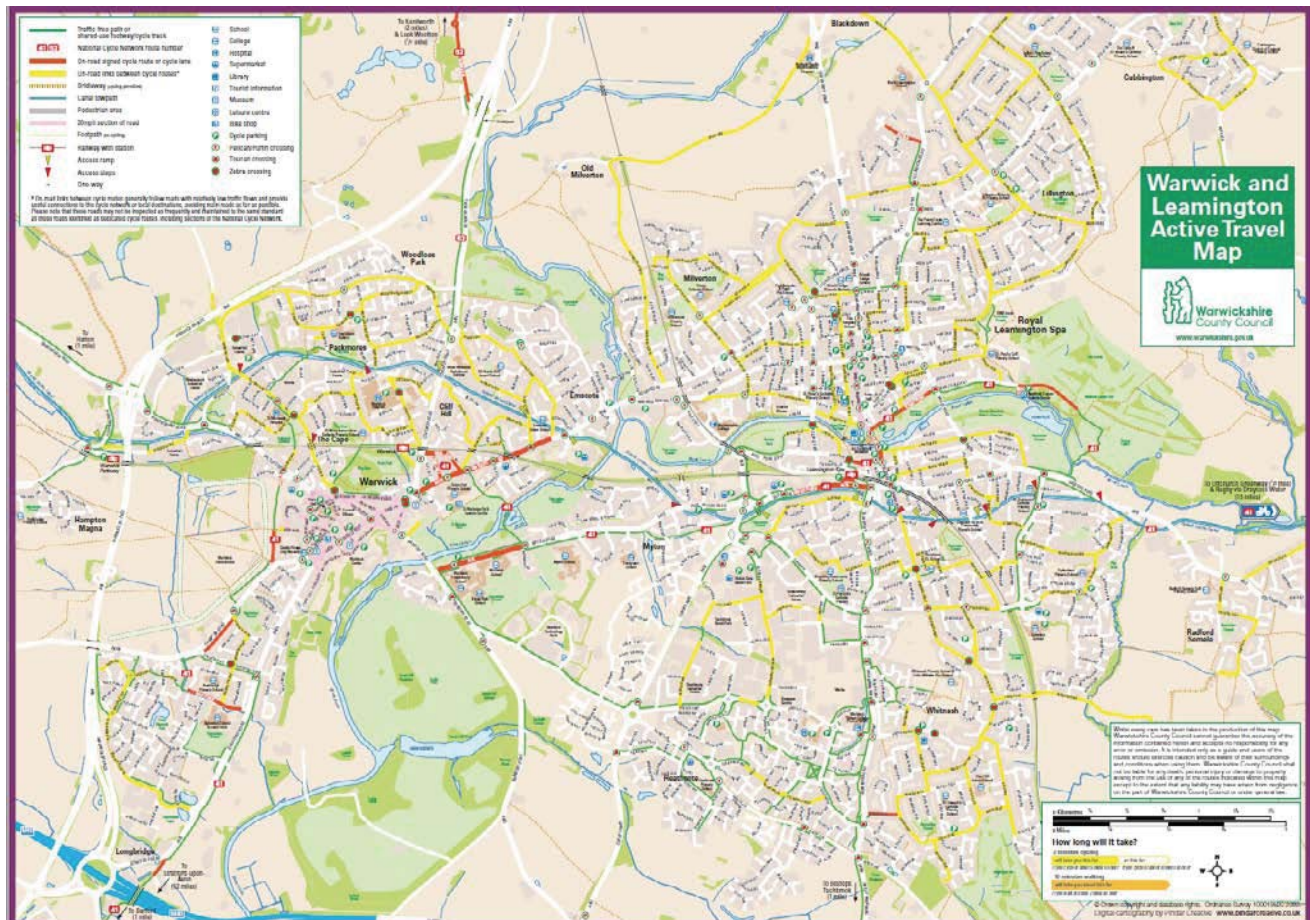
In terms of existing walking provision, the public rights of way network and signed trails provide good leisure opportunities, but there are intermittent footways between many settlements. Footways are categorised (see Table W2) in order to prioritise maintenance by the local highway authority. Maintenance of public rights of way is managed separately as the majority of routes are not surfaced. The level of maintenance and type of surfacing on public rights of way depends on a number of factors including location and level of use, as well as the type of user rights specified in the definitive map and statement.

Table W2: footway hierarchy, Warwickshire

Category	Description
Prestige Walking Zones	• The main pedestrianised shopping streets within the main urban centre
Primary Walking Routes	• Urban centre shopping streets with greater than 30 shops • Main shopping street in local town centres with greater than 20 shops
Secondary Walking Routes	• More than 5 shops • Entrance to schools • Entrance to Hospitals • Entrance to large supermarkets • Outside transport interchanges
Link Footways	• Local shops/ retail premises • Religious meeting places • Industrial estates • Residential homes or care homes
Local Access Footways	• Predominantly residential streets • Low usage rural footways

In the built-up areas, there is good pavement provision and street lighting, as well as pedestrianised areas and 'pedestrian priority' streets in town centres. Officers and councillors at Warwick District Council have recently undertaken wayfinding audits and implementation plans for Leamington Spa and Kenilworth.

Figure W4: Warwick and Leamington Active Travel Map, online version 2022



The total length of dedicated cycling infrastructure (off-carriageway or on-carriageway) within Warwick District is approximately 53 miles. This includes greenways, shared use footways/ cycle tracks and cycle lanes but excludes the signed on-road sections of National Cycle Network routes which make up a further 18 miles .

Although the cycle network within Warwick and Leamington is fairly extensive (see Figure W4), the quality of cycle routes is mixed and these have been developed over a number of years to varying standards and widths. In addition to cycle routes, there are a number of roads with traffic calming and/or 20mph speed limits, including within Leamington and Warwick town centres. These roads provide improved on-carriageway cycling conditions and help create on-road links between cycle routes.

Kenilworth, as a smaller town, has a less developed cycle network focussed on National Cycle Network Route 52 (see Figure W5), which crosses the town from northeast to southwest. There is currently a missing link through the town centre and Abbey Fields area. As a commuter town, the connections from Kenilworth to nearby larger urban areas are particularly important. Currently there are routes to:

- Coventry via a shared footway (one of several 1930s [heritage cycleways](#)) alongside the A429 Coventry Road/ Kenilworth Road (from edge of Kenilworth urban area at Crackley, to Stivichall/ Styvechale in Coventry)
- Warwick University (and southwest Coventry) via the Kenilworth Greenway and traffic-free link (NCN52)
- Warwick via an advisory route through Leek Wootton and a shared footway along the A429 Coventry Road (NCN52)

The railway stations in Warwick District vary in terms of accessibility for pedestrians although all have good cycle parking provision (Table W3). Secure, long-stay cycle storage at public transport interchanges is important in ensuring that active travel can form part of longer distance journeys.

Table W3: station facilities in Warwick District

Station	Access	Cycle Parking
Hatton	Step-free to one platform only	12 spaces, uncovered, CCTV
Kenilworth	Step-free	30 spaces, covered, CCTV
Lapworth	Step-free to one platform only	10 spaces, uncovered, CCTV
Leamington Spa	Step-free	198 spaces, covered, CCTV, tool station
Warwick	Steps (lift access to both platforms opening in 2024)	40 spaces, covered, CCTV
Warwick Parkway	Step-free	28 spaces, covered, CCTV, tool station

Warwick, Warwick Parkway and Leamington Spa Stations are served by frequent rail services, connecting with Birmingham, Solihull and London. Kenilworth Station, reopened in 2018, has less frequent services. It is part of the 'Elephant and Bear Line' between Leamington Spa, Coventry, Bedworth and Nuneaton. Warwick, Leamington and Kenilworth also have reasonably frequent bus services (weekdays and daytimes).

Various station improvements are in progress:

- Warwick - 'Access for All' scheme, including installation of lifts to provide access to both platforms for the mobility impaired. It is anticipated delivery will occur in Network Rail's Control Period 6 (2019-2024).
- Warwick University – possible provision of a new strategic multi modal station, located between Kenilworth and Coventry, serving the University of Warwick and planned residential development at nearby King's Hill.

Although there will be no HS2 stations within Warwickshire, Figure S4 shows how HS2 cuts across the eastern side of Warwick District. The permanent rail line will affect many existing public rights of way and the temporary construction traffic will impact on local highways. Key interfaces include:

- B4455 Fosse Way and disused railway (National Cycle Network Route 41), Offchurch
- Welsh Road and disused railway/ Offchurch Greenway (NCN41), Offchurch
- B4115 Stoneleigh
- A429 Kenilworth Road, Crackley, Kenilworth (NCN52)
- Kenilworth Greenway (NCN52)



2. Local viewpoints on walking and cycling

LCWIP engagement, 2021

Specific engagement on walking and cycling for this LCWIP took place between May and July 2021. Local people were invited to have their say on infrastructure improvements, and there were over 2,000 responses and more than 7,000 'contributions' on the interactive countywide map on the 'Commonplace' online platform. People were asked to identify issues and potential improvements from a list of options (see below) as well as include additional comments:

Table W4: Questions asked in the LCWIP survey, May-July 2021

Issues Are there any problems or issues at this location that you wish to raise?	Improvements How could cycling and walking conditions be improved at this location? (Choose up to 3)
CCycle route needs improving No dedicated cycling route No safe crossing for cyclists Missing section of cycle route Gate or barrier Cycle parking required Poor surface Overgrown trees / plants Pavement is too narrow No safe pedestrian crossing Cyclists riding on pavements Insufficient space for all users Inconsiderate or illegal parking Traffic volume or behaviour Other	Segregated route from traffic and pedestrians Provide a shared footway / cycleway Improve on-road facilities for cycling Reduce traffic speed Reduce traffic volume Close the road to motorised traffic Provide a safe crossing point Reduce waiting time at signals Improve junction for cyclists Create more space for cycling Create more space for pedestrians Improved direction signage Cut back foliage New or improved cycle parking Remove pavement clutter Remove gate / barrier Other

Some of these options have been grouped together and then mapped for local areas (see figures W6, W7 and W8). The Commonplace survey provided detailed insight into the everyday problems for people on foot and cycle, as well as horse-riders, in Warwickshire. It also set out the aspirations for providing better facilities and highlighted the scale of investment required to encourage more active travel in future. The data was used at a local level to inform the route choices and priorities for the proposed Warwick, Leamington and Kenilworth walking and cycling networks, and was shared with other departments at Warwickshire County Council to use as reference for other relevant programmes of work.

Figure W6 Warwickshire LCWIP Survey: walking issues in Warwick, Leamington Spa and Kenilworth

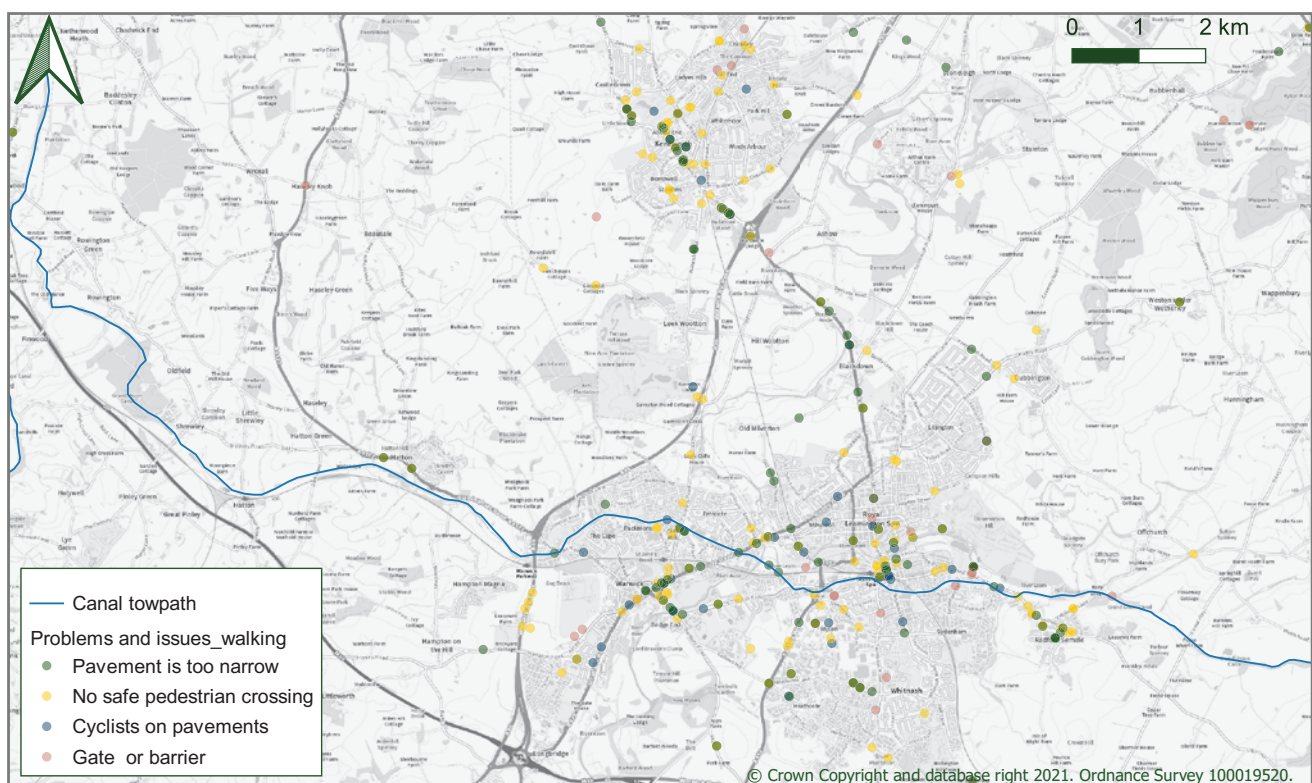


Figure W7: Warwickshire LCWIP Survey: cycling issues in Warwick, Leamington Spa and Kenilworth

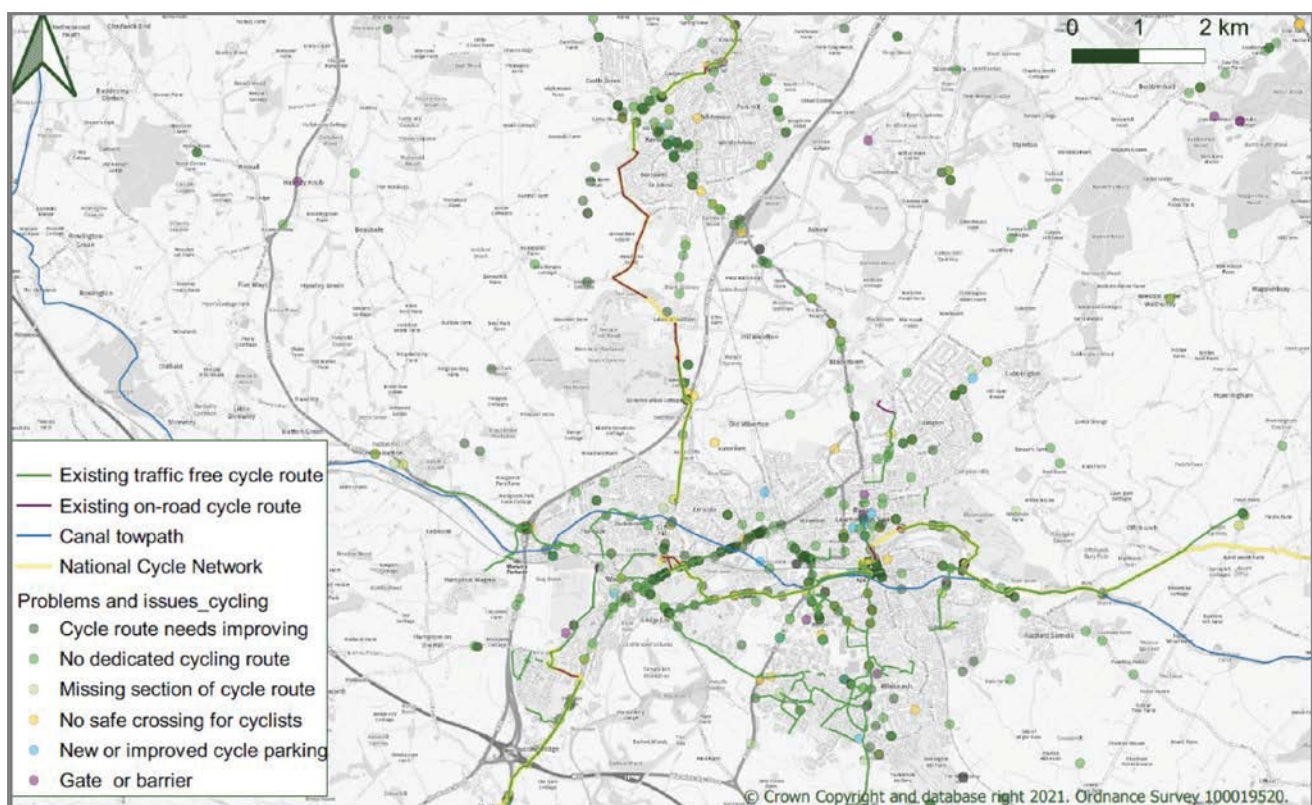
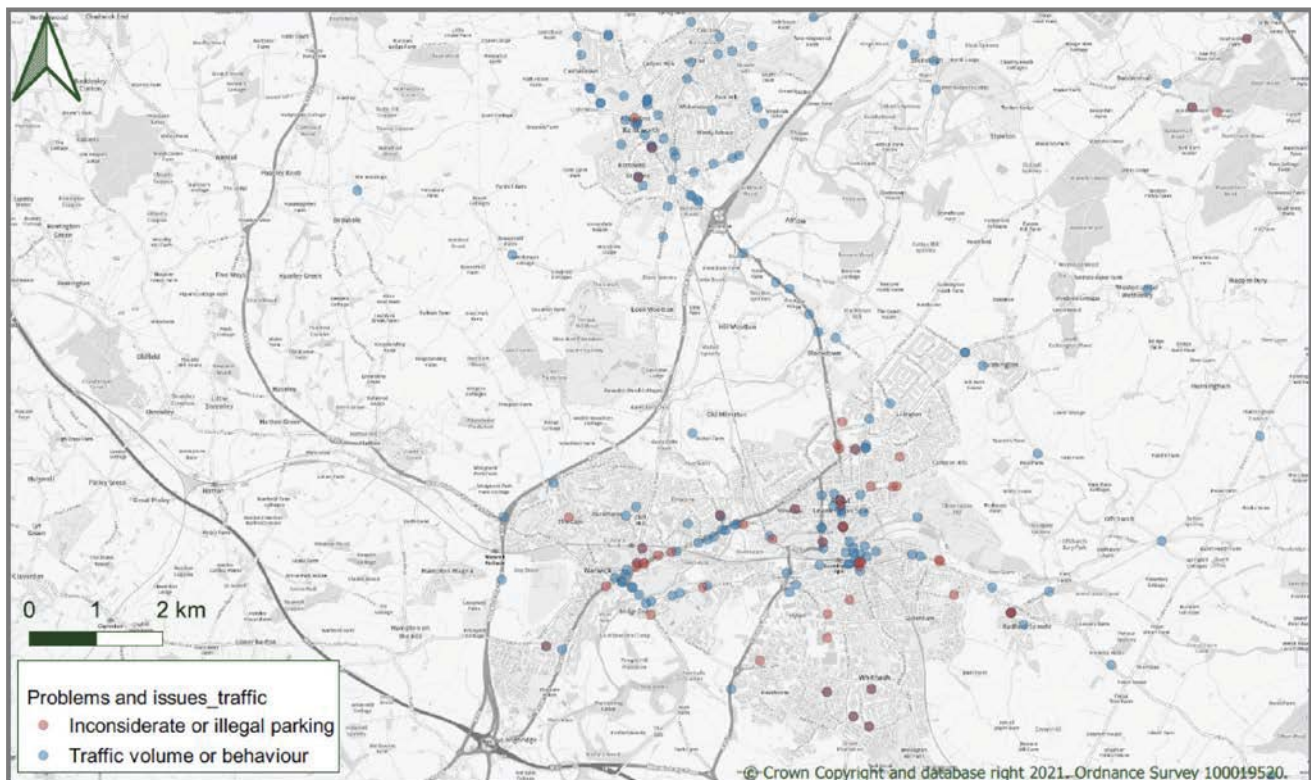


Figure W8: Warwickshire LCWIP Survey: traffic issues in Warwick, Leamington Spa and Kenilworth



More detailed comments, network ideas and waymarking improvements were also received from Leamington Town Council, Kenilworth Town Council (Cycling Delivery and Tourism Groups) and a consortium of local groups led by Cycleways. Workshops took place with HS2, the Department for Transport and their consultants regarding walking and cycling interfaces.

Meetings took place with representatives from Cycleways together with Clean Air Warwick and Clean Air Leamington to discuss their visionary cycle network for Warwick District (Figure W9). This includes 16 main routes (some already partially in place) and has helped to shape the LCWIP proposals.



Figure W9: Visionary Cycle Network for Warwick District from Cycleways



The Kenilworth Town Council Cycling Delivery Group also made a submission as part of the LCWIP engagement in July 2021. This highlighted five priority routes identified in the Kenilworth Town Council Cycling Strategy (formulated by a working group of Councillors and residents, and adopted by the Council in December 2019):

- Route 1 – Abbey Fields connection of Sustrans Route 52 - seen as vital to facilitate East-West travel and form better connectivity.
- Route 2 – Kenilworth to Leamington (K2L) - now coming closer now that the provision of funding has been agreed by the WCC.
- Route 3a K2L Connection with the Kenilworth Greenway – to provide connectivity from Leamington all the way through to Coventry, Warwick University and beyond.

- Route 3b – East to West connectivity across the Leamington to Coventry Railway Line - cycle crossing of the line at Clarkes Avenue has been identified as the preferred route.
- Route 4 – Kenilworth to A46 Leek Wootton Junction – to provide complete connectivity between Leek Wootton and Kenilworth (also highlighted as an ambition in Leek Wootton and Guys Cliffe Neighbourhood Plan 2011-2029).
- Route 5 - Linking the Coventry Cycle route (A429) with the Kenilworth Greenway.

LCWIP consultation, 2022

Warwickshire residents and stakeholders were invited to submit comments and complete survey questions on the draft LCWIP for 8 weeks between June and August 2022. People could feedback in a variety of ways including an [online survey on Ask Warwickshire](#), drop-in sessions (Leamington Spa, Stratford-upon-Avon, Rugby, Nuneaton, Coleshill and Atherstone), online webinar and at specific meetings with organisations and individuals.

The consultation was promoted extensively by Warwickshire County Council using a variety of communication channels including emails, bulletins, newsletters, posters, fliers, media releases and social media posts (by the County Council and its partners). The consultation successfully engaged with a wide range of people, reflecting the views of residents and organisations from across the county and beyond. A total of 1,031 people responded to the online survey.

Detailed analysis of the consultation feedback was undertaken. Response levels were very high in Warwick District. 42.6% of LCWIP consultation respondents were residents of Warwick District, which compares with 25.1% of Warwickshire residents who actually live in this area.

583 respondents reviewed the plans for walking infrastructure with 276 submitting comments for Warwick District. 77.2% of these agreed or strongly agreed with the walking plans proposed for Warwick District (the highest of any District or Borough) whilst 9.9% disagreed or strongly disagreed.

124 respondents provided more detailed comments, with the most common themes and requests being:

- criticism of lack of ambition in plans.
- add to or extend the proposed routes.
- pedestrianise more areas.
- improve or better maintain existing routes.
- ensure safety of routes/address safety concerns.

681 respondents reviewed the plans for cycling infrastructure with 348 submitting comments for Warwick District. 78.5% agreed or strongly agreed with the cycling plans proposed for Warwick District (the highest of any District or Borough) whilst 13.8% disagreed or strongly disagreed.

214 respondents provided more detailed comments, with the most common themes and requests being:

- add to or extend the proposed routes.
- provide separate lanes/ paths.
- ensure safety of routes/ address safety concerns.

- criticism of lack of ambition in plans
- support for specific routes

These survey comments were reviewed in detail and the walking and cycling network plans have been significantly changed to add new routes, extend the proposed routes and provide more connections and links.

People attending the LCWIP drop-in event in Leamington Spa focussed on specific opportunities to improve the walking and cycling network and complete missing links, including in rural areas. Some concerns were raised over the condition of existing facilities.

Discussions also took place with Warwick District Council, National Highways, HS2, Sustrans, Canal and River Trust, Warwickshire Vision (Leamington group) and Warwickshire Youth Council. Further emails/ detailed submissions relating to the Warwick District area were received from three local residents, Cycleways, Friends of Radford's Green Environment, Leamington Spa Town Council, Kenilworth Town Council, Warwick District Council, University of Warwick, Richborough Estates and Jaguar Land Rover. Other feedback was received from Clean Air Warwickshire, Guide Dogs, Transport for West Midlands and the British Horse Society.

Other local feedback

The Neighbourhood Development Plan (NDP) process usually includes intensive community engagement led by the community (mostly parish or town councils). This provides an opportunity to understand local viewpoints on a range of topics, particularly walking and cycling, and to reflect this in local development policies. Once a NDP has been completed, it is submitted to the local planning authority and is subject to an independent examination. Modifications may then be made before the NDP goes to a public referendum. If more than 50% of those voting in the referendum vote "yes", the plan is 'made' and comes into force.

NDPs have therefore been used as an additional source of information for this LCWIP. These include 'Made' (adopted) Neighbourhood Plans for:

- **Burton Green** – March 2022
- **Bishops Tachbrook** – October 2021
- **Royal Leamington Spa** – May 2021
- **Radford Semele** – May 2021
- **Kenilworth** – November 2018
- **Budbrooke** – July 2018
- **Leek Wootton and Guy's Cliffe** – May 2018
- **Baginton and Bubbenhall** – March 2018
- **Barford** - October 2016
- **Whitnash** - January 2016

and Neighbourhood Plans under preparation for:

- Lapworth
- **Old Milverton & Blackdown**
- Cubbington



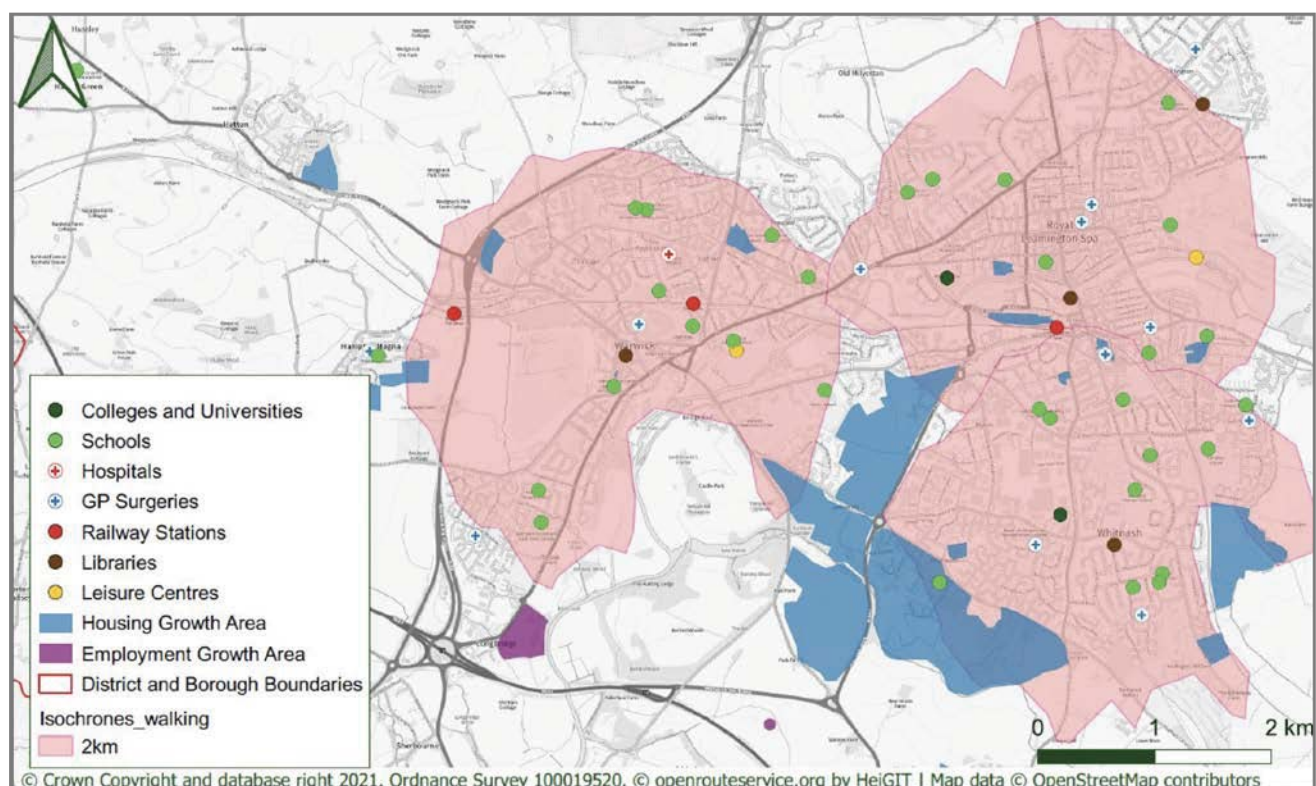
3. Warwick Walking Infrastructure Plan

Potential for walking – walking zones

Figures W10 and W11 show 'walking zones'; areas within 2km walking distance of the centres of Warwick, Leamington Spa and Whitnash, and Kenilworth. (2km equates to just over 1 mile and about 25 minutes at a moderate walking speed).

The maps also show key destinations or 'walking trip generators', including sites identified for new housing and employment sites, and existing journey attractors such as schools and colleges, health facilities and railway stations. This provides an indication of how 'walkable' these areas are.

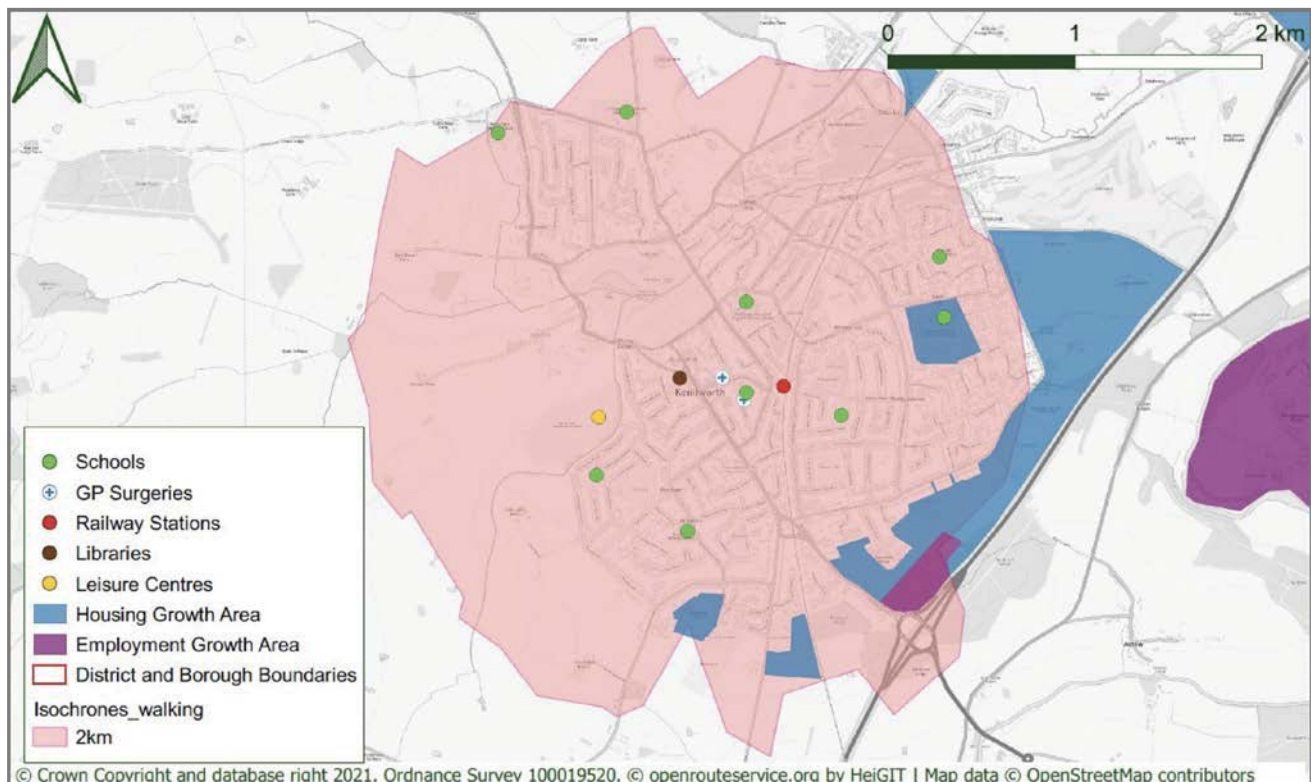
Figure W10: potential for walking: 2km walking zone around Warwick, Leamington Spa and Whitnash



The maps show that these towns are fairly compact, with only a few areas greater than 2km from the central retail areas and transport hubs. Peripheral areas include the business park at Tournament Fields on the south side of Warwick, Guys Cliffe residential area on the north side and Cubbington and Radford Semele on the east side of Leamington Spa.

With regard to new developments, the location with the most significant development in Warwick and Leamington is within the 'gap' between Warwick, Whitnash and Leamington Spa. The Warwick District Local Plan has identified that approximately 4,500 homes will be built by 2029 around the A452 Europa Way corridor in Warwick Gates, Myton Green, Heathcote and Harbury Lane areas. The majority of housing growth in the South Warwick and Leamington Spa Strategic Urban Extension are not within 2km walking distance from existing centres. Some local facilities are planned within these growth areas (including small retail areas and schools).

Figure W11: potential for walking: 2km walking zone around Kenilworth



The map shows that Kenilworth is mostly 'walkable' although the town's main facilities tend to be located in the south and west of the built-up area. New housing development will be located on the east side along the A46, where cycling access is likely to be more appropriate than walking in terms of connecting with existing services clustered around the town centre.

Potential for walking – towpaths

The Warwickshire Towpaths Transport Strategy was produced by consultants TTC in 2023 to inform the delivery of the [Warwickshire Waterways Strategy](#). The Transport Strategy reviewed the current condition of towpaths across the county and assessed specific areas (within a catchment area of 800m from key settlements) with propensity to attract and support an increase in users.

In Warwick District, two areas were assessed:

- Leamington Spa, Grand Union Canal - scored as high priority with potential for installation of signage.
- Warwick, Grand Union Canal - scored as low priority.

Potential for walking – town centre transformation

The Leamington Transformation Board aims to address some of the challenges facing Leamington Spa's town centre and to coordinate a portfolio of projects to support a thriving town centre. The Board is made up of all three tiers of local government (Royal Leamington Spa Town Council, Warwick District Council and Warwickshire County Council) and has an independent Chair.

The [Transforming Leamington projects](#) include the delivery of the Leamington Creative Quarter, Future High Streets funded regeneration and connectivity projects, and aspirations for a 'Mini Holland' approach to active travel in and around the town centre. Leamington Spa's Mini Holland Development Programme recognises the considerable potential for place making and higher levels of walking, cycling and wheeling, through the creation of liveable neighbourhoods,

repurposed carriageways and healthier streets. Proposals within the 2023 Mini Holland feasibility study focussed on transforming the street environment across the town centre, improving Parade and Bath Street and creating a place where people choose to spend time, shop and socialise.

Proposals for walking infrastructure

The information gathered on collisions, barriers and walking trip generators in Warwick District, together with feedback from local people, has been used to identify walking infrastructure improvements in the principal towns of Warwick, Kenilworth and Leamington. Although the focus is on the most self-contained/ 'walkable' towns and areas with several pedestrian collisions in recent years, this does not preclude other walking improvements from being progressed, particularly in association with new developments, wider safety measures, highway works or leisure and tourism projects.

Figure W12 and Table W5 provide a high level overview of proposals for walking infrastructure in the Warwick District area comprising:

- **Active Travel Zones (Z)** – walking-focussed interventions in areas of highest pedestrian and cycle activity such as town centres. They are likely to be a combination of the prestige walking zone and primary walking route categories identified in the Council's footway hierarchy (Table W2). Typical measures in these areas will include footway widening, pedestrian crossing facilities, public space improvements, seating and planting, waymarking and cycle parking, supported by slower speed limits and car parking management.
- Walking (and cycling) routes in the urban areas (**Warwick, Leamington and Kenilworth**) to enable walking for everyday trips. These are similar to the secondary walking routes in the Council's footway hierarchy (Table W2). However, they may also include new and upgraded footways and paths within, or linking to, new developments that are likely to generate a significant number of new walking trips. More details for these routes are shown on the cycling network maps (Figures W20, W21 and W23)
- Walking (and cycling) routes in rural areas and/or within open spaces across the county (**X**). These are primarily leisure routes and include a mix of canal towpaths, country park paths, greenways, footpaths and bridleways. Wherever possible, these routes will be investigated as multi-user trails for walking, wheeling, cycling and horse-riding.

Accessibility improvements will be an integral part of new walking infrastructure, including step-free paths, removal of barriers, wider pavements, tactile surfaces, markings and safer crossings.

For potential schemes identified in Figure W12 and Table W5, some will be delivered by third parties such as developers or the District Council. Where potential schemes are promoted by Warwickshire County Council, next steps will include analysing relevant data, carrying out walking audits and commissioning surveys, feasibility studies and/or concept designs. Walking audits will be based on the core design principles (Coherence, Directness, Safety, Comfort and Attractiveness) and use latest guidance and toolkits such as the 'Healthy Streets Design Check'. Active Travel Zones will be integrated with wider town centre and regeneration projects including the [Transforming Leamington initiative](#).

Figure W12 also shows existing walking and cycling routes, canal towpaths and indicative alignments for all public rights of way (footpaths, bridleways, restricted byways and byways open to all traffic). For legal information on rights of way, the [definitive map](#) should be used.

Section 1 of this LCWIP provides an illustration of types of measures that will be considered as part of walking improvements. In addition to specific pedestrian infrastructure such as

footways, crossings and waymarking, consideration will also be given to other measures such as the removal of barriers, lowering of speed limits, introduction of traffic calming and parking restrictions, reallocation of road space, improvements to public squares and parks, and the establishment of school streets and quiet lanes.

Figure W12: Proposals for walking infrastructure in Warwick District

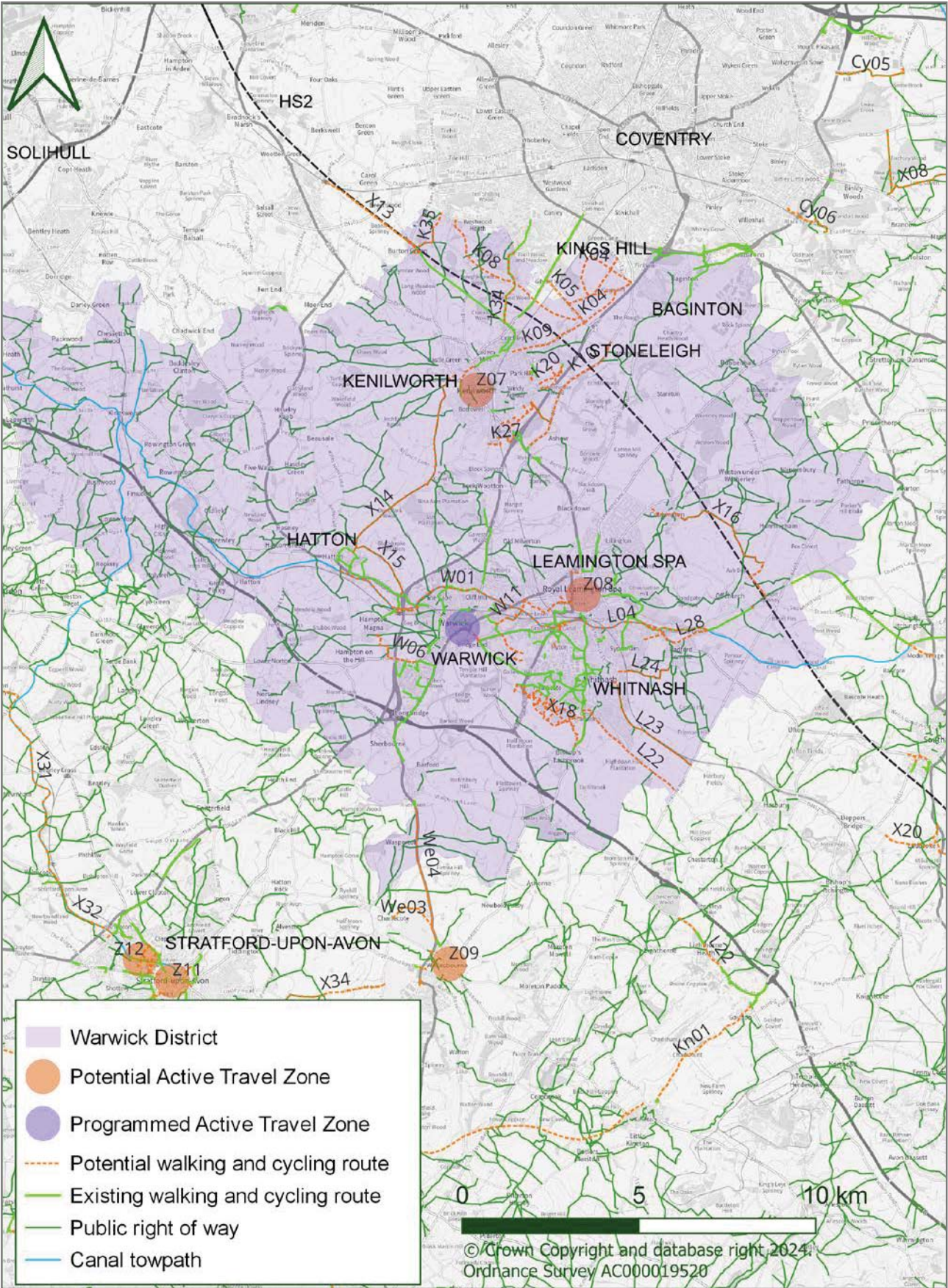


Table W5: Proposals for walking infrastructure in Warwick District

Ref	Programmed schemes	Type
	Warwick	
	Myton Green and Heathcote Sustainable Urban Extension	Path/ cycle track through open space
	Primrose Hill crossing	Path/ cycle track through open space and crossing
	Warwick Town Centre	Active Travel Zone
	Leamington	
	A452 Europa Way	Footway/ cycle track adjacent to road
	Grand Union Canal (Radford Semele access ramp)	Towpath access ramp
	Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	Footway/ cycle track adjacent to road and crossing
	Offchurch Greenway (NCN41) (Welsh Road - Fosse Way)	Path/ cycle track through open space and foot/ cycle bridge
	Radford Meadows Bridge	Foot/ cycle bridge
	Kenilworth area	
	(K2L) A452 Kenilworth to Leamington, south of B4115	Footway/ cycle track adjacent to road and crossing
	Coventry Gateway South	Path/ cycle track through open space
	Glasshouse Lane	Footway/ cycle track adjacent to road
	Stoneleigh Road (Dalehouse Lane to A46)	Footway/ cycle track adjacent to road
Ref	Potential schemes	Type
	Warwick	(Please see Fig W20 for details)
W01	Grand Union Canal (Hatton - Emscote)	Towpath
W03	Warwick Parkway Station access	Path/ cycle track through open space and on-carriageway route
W06	Hampton Magna connections via new development	Footway/ cycle track adjacent to road and path/ cycle track through open space
W10	Myton path (Myton Road - Technology Park)	Path/ cycle track through open space
W11	River Avon Path (St Nicholas Park/ Pickard Street to Portobello Bridge)	Path/ cycle track through open space
W12	Fusiliers Way - Technology Park	Path/ cycle track through open space
W13	Peabody Way - Tach Brook - The Asps	Path/ cycle track through open space
W14	A452 Europa Way foot/cycle bridge	Foot/ cycle bridge

Table W5: Proposals for walking infrastructure in Warwick District

Ref	Potential schemes	Type
	Leamington	(Please see Fig W21 for details)
Z08	Leamington Town Centre	Active Travel Zone
L01	River Leam Path (Portobello Bridge to Prince's Bridge)	Path/ cycle track through open space
L02	River Leam Path (Prince's Bridge to Adelaide Bridge, with link to Milverton)	Path/ cycle track through open space
L04	Grand Union Canal (Emscote - Offchurch Greenway)	Towpath
L05	Fords Fields path (Queensway - NCN41)	Path/ cycle track through open space
L11	A445 Lillington Avenue/ Binswood Avenue	Footway/ cycle track adjacent to road and crossing
L22	Leamington - Lighthorne Heath and Gaydon	
L23	Golf Lane Bridleway, Whitnash	Path/ cycle track through open space
L24	Bridleway (Whitnash - Radford Semele)	Path/ cycle track through open space
L26	Disused railway (Radford Road - Calder Walk)	Path/ cycle track through open space and on-carriageway route
L27	A425 Radford Road/ Southam Road (Radford Semele - Leamington)	Footway/ cycle track adjacent to road
L28	Offchurch Lane: Radford Semele - Grand Union Canal	Footway/ cycle track adjacent to road
	Kenilworth area	(Please see Fig W22 for details)
Z07	Kenilworth Town Centre	Active Travel Zone
K04	Kings Hill development including spine road and Kings Hill Lane	Footway/ cycle track adjacent to road, path/ cycle track through open space and crossing
K05	Stoneleigh Road (Gibbet Hill - Kings Hill Lane)	Footway/ cycle track adjacent to road
K06	Stoneleigh Road (Kings Hill Lane to Dalehouse Lane)	Footway/ cycle track adjacent to road
K08	A46 University of Warwick Strategic Link Road	Footway/ cycle track adjacent to road
K09	Dalehouse Lane	Footway/ cycle track adjacent to road
K10	B4115 Ashow Road near Stoneleigh Business Park (Rocky Lane to Stoneleigh)	Footway/ cycle track adjacent to road
K11	Burton Green (Kenilworth Greenway NCN 523)	Path/ cycle track through open space
K14	Abbey Fields	Path/ cycle track through open space and crossing
K20	East Kenilworth development - new roads	Footway/ cycle track adjacent to road

Table W5: Proposals for walking infrastructure in Warwick District

Ref	Potential schemes	Type
Kenilworth		
K21	East Kenilworth development - greenways	Path/ cycle track through open space
K22	Thickthorne development	Footway/ cycle track adjacent to road
K27	Paths, Bullimore Wood	Path/ cycle track through open space
K28	Ashow Rd	Footway/ cycle track adjacent to road
K29	Rocky Lane	Path/ cycle track through open space
K33	The Wardens Paths	Path/ cycle track through open space
K34	NCN52 (Kenilworth Greenway - University of Warwick)	Path/ cycle track through open space
K35	Westwood Heath - Kenilworth Greenway	Path/ cycle track through open space
Cross-county routes		
X13	Kenilworth Greenway (NCN523) (Burton Green - Berkswell)	Multi user traffic-free route
X14	Bridleway between Hatton and Kenilworth	Multi user traffic-free route
X15	Bridleway between Hatton and Warwick	Multi user traffic-free route
X16	HS2 Link: Cubbington to Offchurch	Multi user traffic-free route
X17	Offchurch Greenway (NCN41) Welsh Road	Multi user traffic-free route
X18	Tachbrook Country Park, and Heathcote	Multi user traffic-free route
X17	Offchurch Greenway (NCN41) Welsh Road	Cycle track/ path on open space
X18	Tachbrook Country Park, and Heathcote	Cycle track/ path on open space



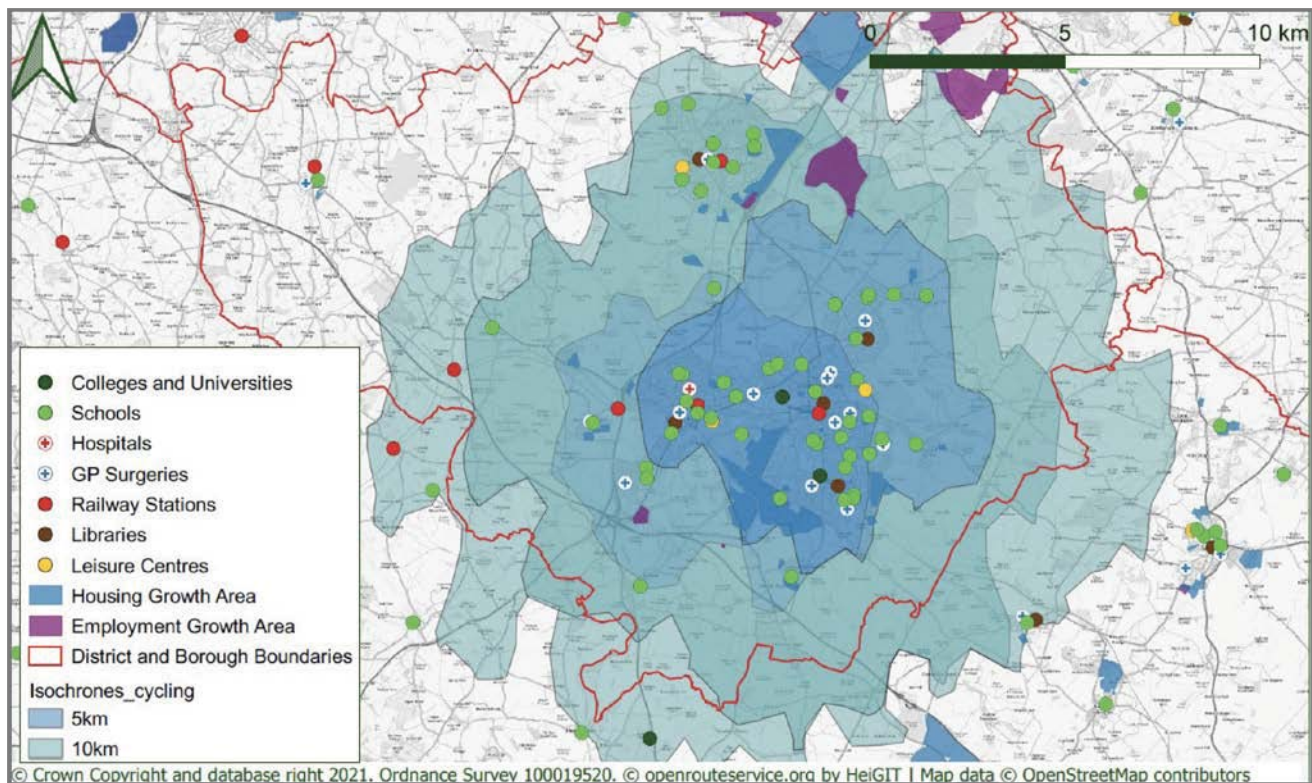


4. Warwick Cycling Infrastructure Plan

Potential for cycling - cycling zones

Figures W13 and W14 show areas within 5km and 10km cycling distance of the centres of Warwick, Leamington Spa and Whitnash, and Kenilworth. (5km equates to about 3 miles and about 20 minutes travel time at a leisurely cycling speed).

Figure W13: potential for cycling: 5km and 10km cycling zones around Warwick and Leamington Spa

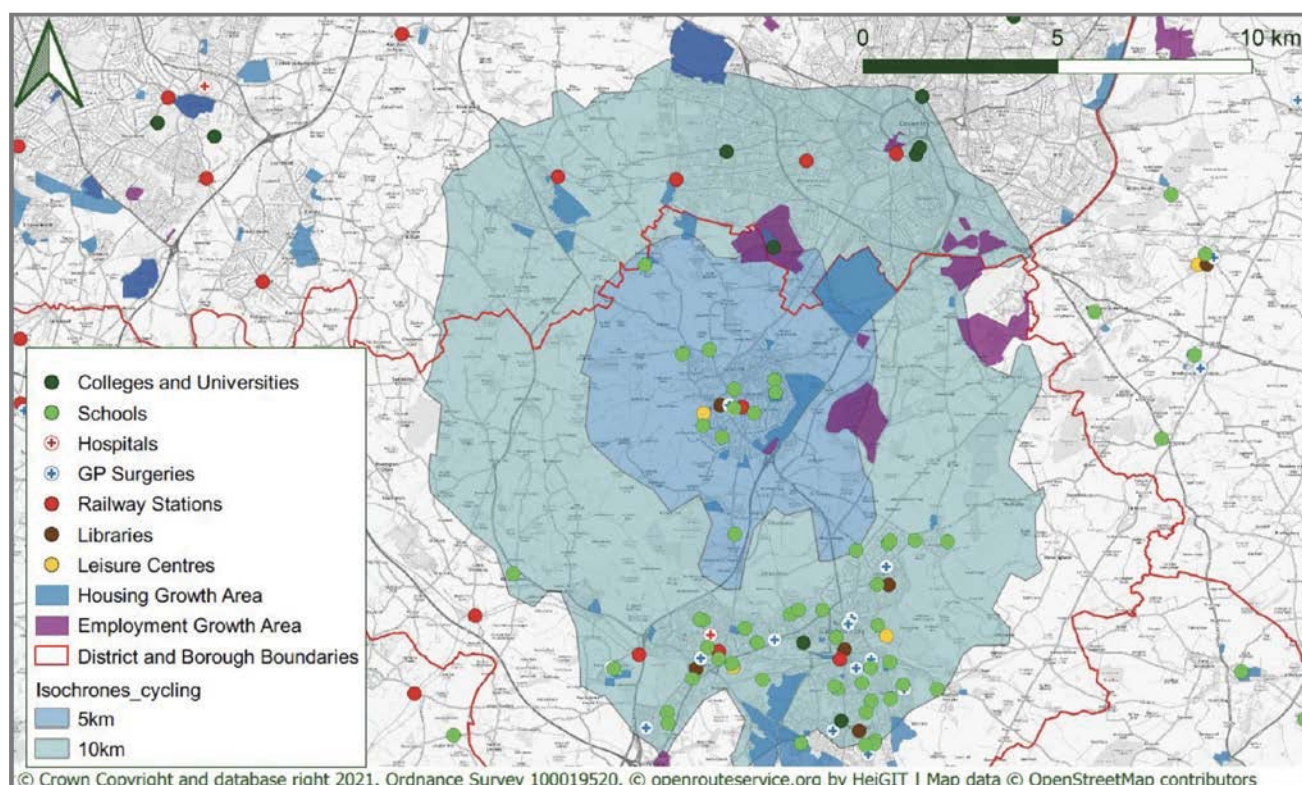


The maps also show key destinations, including sites identified for housing and employment growth, and existing journey attractors such as schools, health centres and railway stations and large employment sites. Significant residential growth is planned for Warwick District, which will largely be located in south Warwick, Whitnash, east Kenilworth and in the north of the District adjacent to the Coventry boundary. Almost 17,000 new homes are expected to be built between 2011 and 2029, with a number of sites already either developed or under development.

Employment growth is also planned near Coventry and Stoneleigh. The District is already home to a number of major employment sites, including Warwick Technology Park, IBM and Volvo in Warwick and Stoneleigh Park to the south east of Kenilworth.

Most peripheral employment and housing sites which are outside the 2km walking zones fall within the 5km or 10km cycling zones. These include housing growth areas along Europa Way and business park at Tournament Fields (within 5km cycling distance of both Warwick and Leamington Spa) and the villages of Cubbington and Radford Semele (within 5km cycling distance of Leamington Spa). Significantly, the town of Kenilworth is now within the 10km cycling zones of both Warwick and Leamington Spa.

Figure W14 potential for cycling: 5km and 10km cycling zones around Kenilworth



Potential for cycling – towpaths

The 2023 Warwickshire Towpaths Transport Strategy (part of the Warwickshire Waterways Strategy) reviewed the current condition of towpaths across the county and assessed specific areas (within a catchment area of 800m from key settlements) with propensity to attract and support an increase in users.

In Warwick District two areas were assessed for cycling:

- Grand Union Canal between Hatton and Warwick Parkway Railway Station – scored as medium priority. The Strategy suggested that access could be improved at Middle Lock Lane and the A4177 Birmingham Road, Hatton
- Grand Union Canal between Warwick (Cape Road) and Leamington (B4087 Tachbrook Road) – scored as low priority

Potential for cycling - travel demand (short trips)

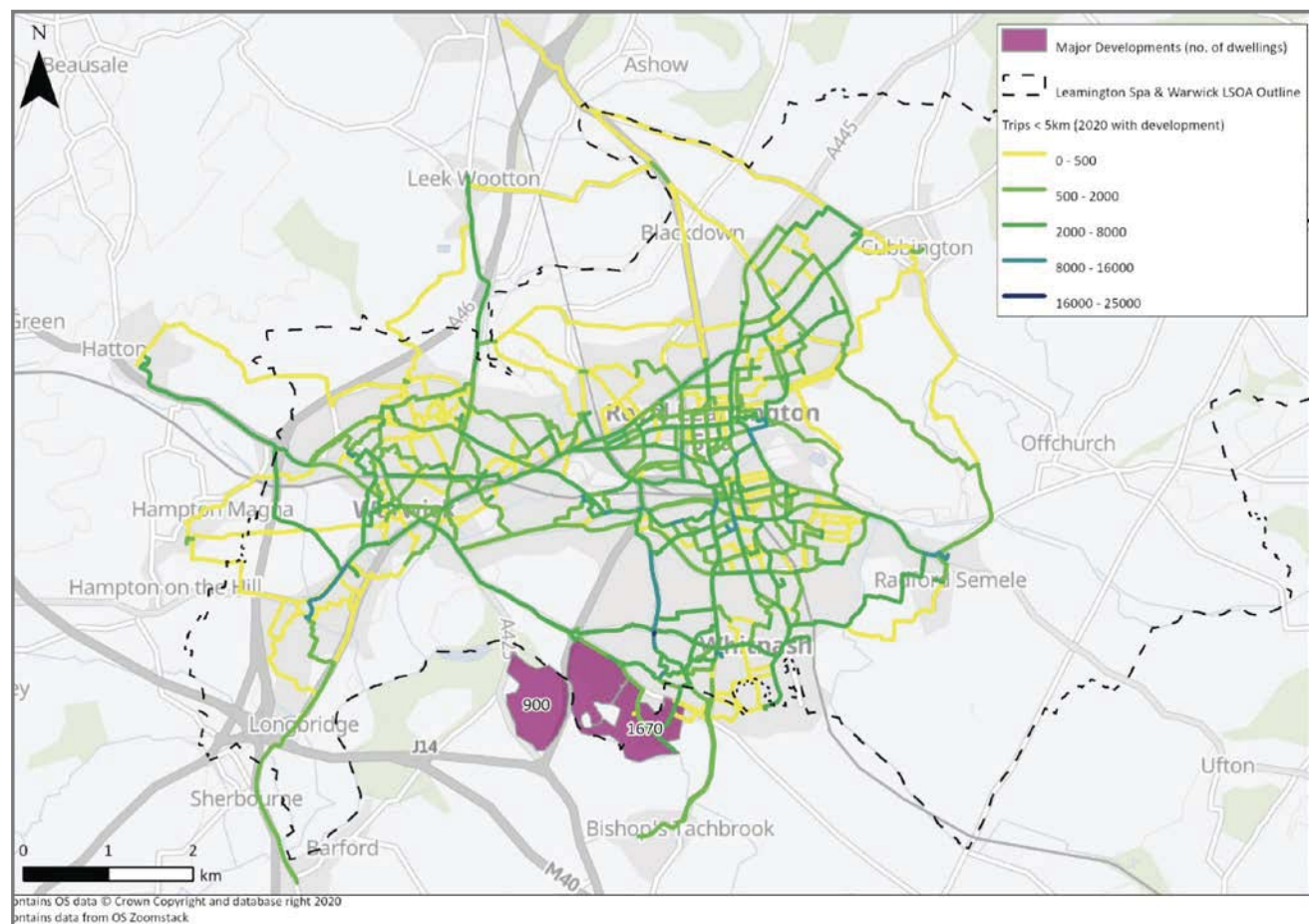
In addition to mapping the potential cycling zones and key destinations within these, Warwickshire County Council commissioned Phil Jones Associates (PJA) to investigate potential for cycling by looking at corridors in the larger settlements and assessing the demand for short trips.

PJA used Mobile Network Data (MND) to identify current motorised vehicle trips under 5km. A move from motorised modes to active travel modes would translate into physical activity benefits and congestion benefits, both valued by DfT's Transport Appraisal Guidance (TAG).

Growth factors were applied to adjust the 2016 MND to reflect growth in travel demand up to 2020. Two key residential developments (within 5km of each town) were also added to the modelling. Trips were distributed onto the Highway Network (including paths) using a Geographic Information Service (GIS) software programme.

Flow maps (see figures W15 and W16) were then produced which illustrate the corridors where large numbers of short, motorised trips are currently being made, and helping to identify corridors with greatest potential for cycling.

Figure W15: potential for cycling: short trips, Warwick and Leamington

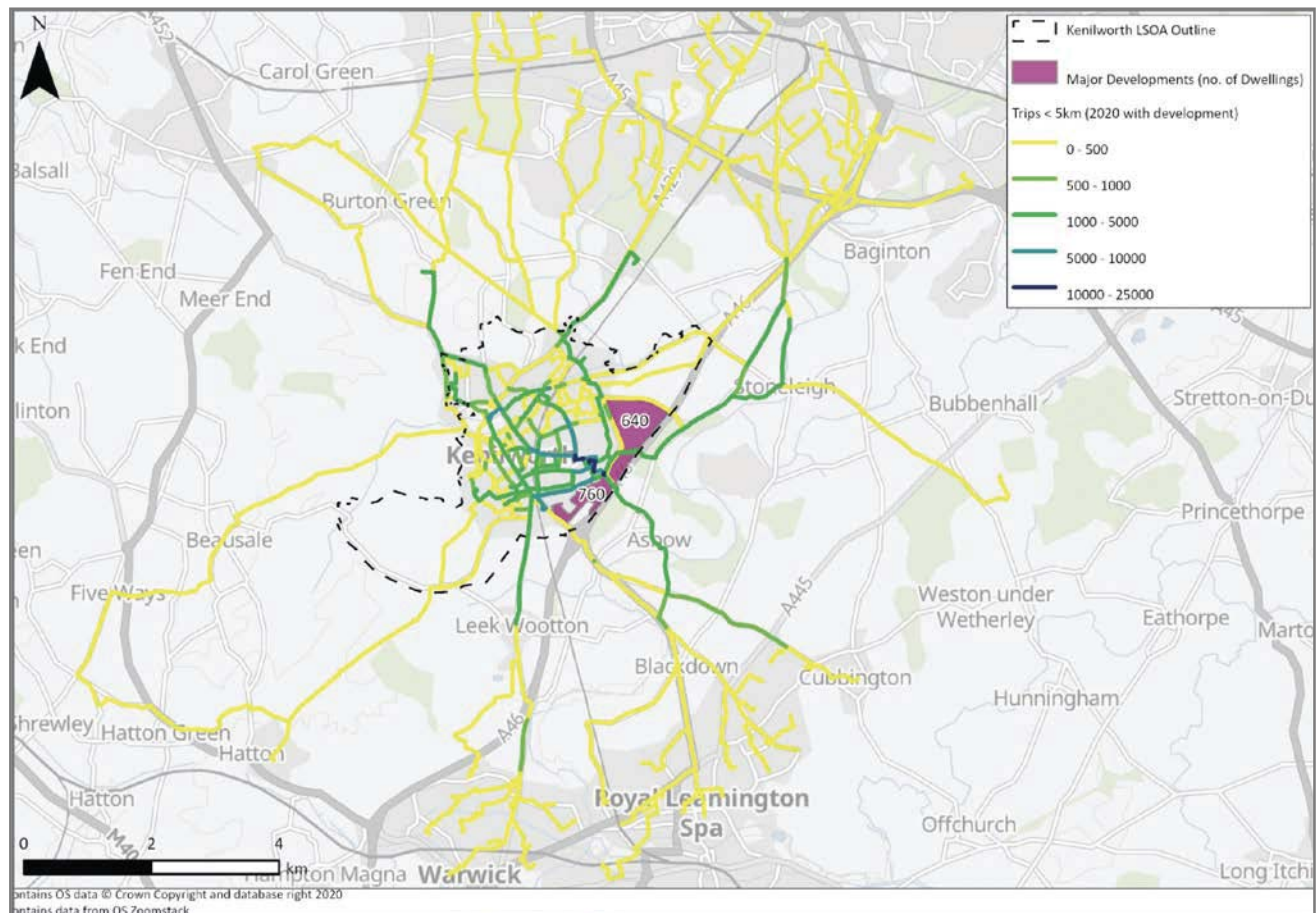


Trips shown on the flow maps are the motorised vehicle trips under 5km, factored to 2020, representing the average motorised vehicle trips over a 24 hour period (midweek). Study areas were based on Lower Level Super Output Areas (LSOA) used by Census. The centroid of each LSOA is based on the centre of population rather than the geographical centre which was used for 5km and 10km zones.

The dense and compact built-up area of Warwick and Leamington Spa showed strong demand for short trips right across the network. The employment sites around Europa Way attracted a large number of trips. Demand will inevitably increase in this area with the new residential development also off Europa Way.

When considered alongside the Kenilworth analysis (see Figure W16), there is strong justification for not only an A452 cycle corridor but also something similar along Coventry Road / Warwick Road through Leek Wootton.

Figure W16: potential for cycling: short trips, Kenilworth



The Kenilworth analysis showed a number of radial corridors – towards Burton Green, Gibbet Hill, Stoneleigh, Leek Wootton and north Leamington, as well as a dense network of trips within the centre of the settlement. The LSOA covering Gibbitt Hill also includes the University of Warwick, hence some of those trips are likely to originate or end there. In the future case, the attraction of Warwick and Leamington Spa is more evident in the base case. This is because the planned development to the southeast of Kenilworth is within cycling distance of Warwick and Leamington.

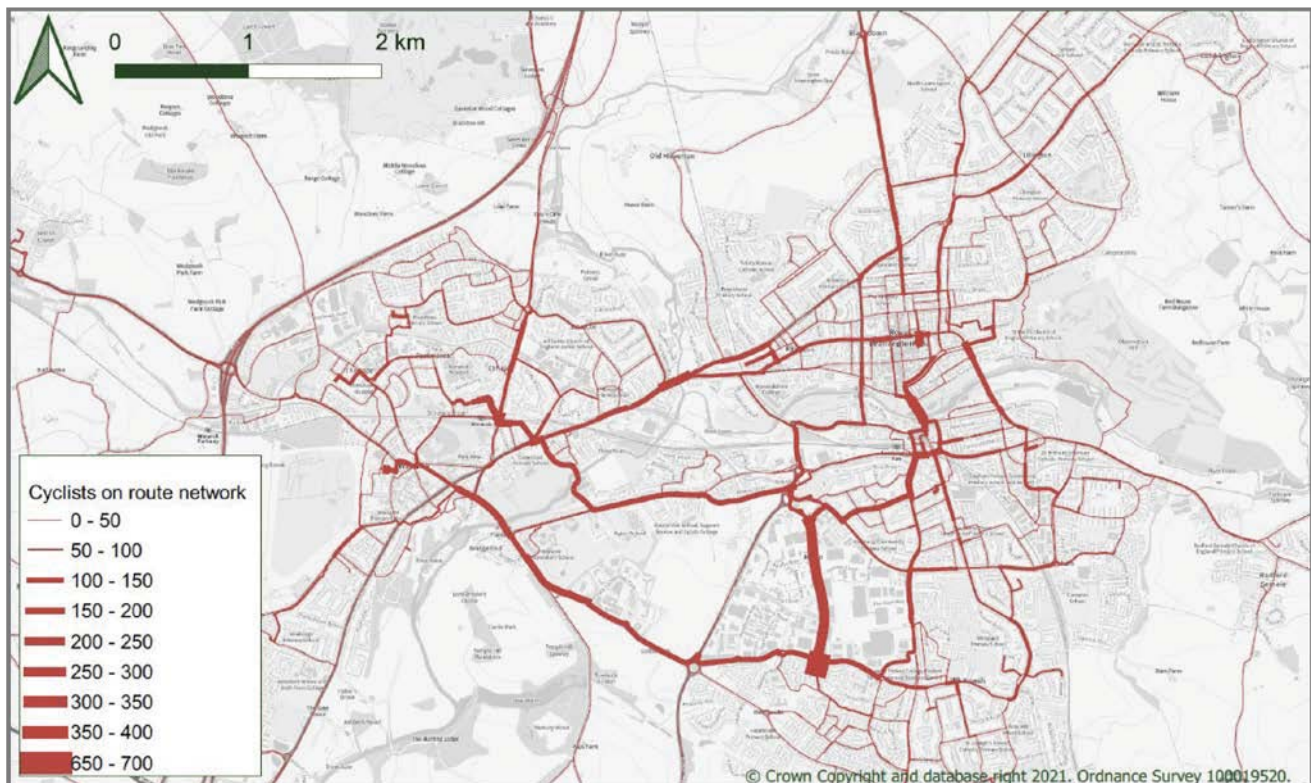
Potential for cycling - travel demand (propensity to cycle)

The Propensity to Cycle Tool (PCT) is a strategic planning tool developed by the Department for Transport. It is used to identify areas where cycling is currently common (based on 2011 Census travel to work data) and to consider where cycling has the greatest potential to grow, based on different scenarios, including the Government target to double cycling in a decade. At a local scale there is scope to consider commuter cycling along specific corridors and to cautiously estimate future cyclists on the route network for different future scenarios.

Due to lower population numbers and residential density in parts of Warwickshire, the PCT tool needs to be used with caution. However, the PCT maps, together with the cycling zone and PJA short trips maps, can help to focus on those areas with greatest cycling potential.

Figures W17 and W18 are based on the Government Target (Equality) scenario to predict future cyclists on the local route networks in Warwick, Leamington Spa and Kenilworth.

Figure W17: propensity to cycle (LSOA Government Target Equality): Warwick and Leamington Spa



The PCT indicates greatest demand for cycling along the following routes:

- Leamington Spa Town Centre
- Tachbrook Park Drive
- A445 Emscote Road, between Warwick and Leamington Spa
- A429, Coventry Road, Warwick
- A425 Banbury Road, Warwick
- Lakin Road, Warwick, which connects Coventry Road with Warwick Hospital
- A452 Kenilworth Road
- St Nicholas Park, part of National Cycle Network Route 41
- Kingsway, Leamington Spa
- Myton Road, Warwick, section towards Leamington Spa, also part of National Cycle Network Route 41

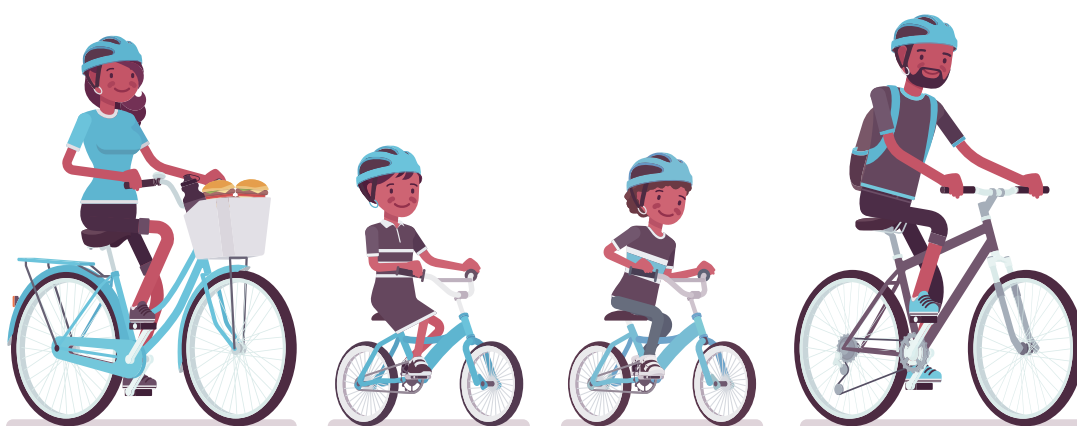
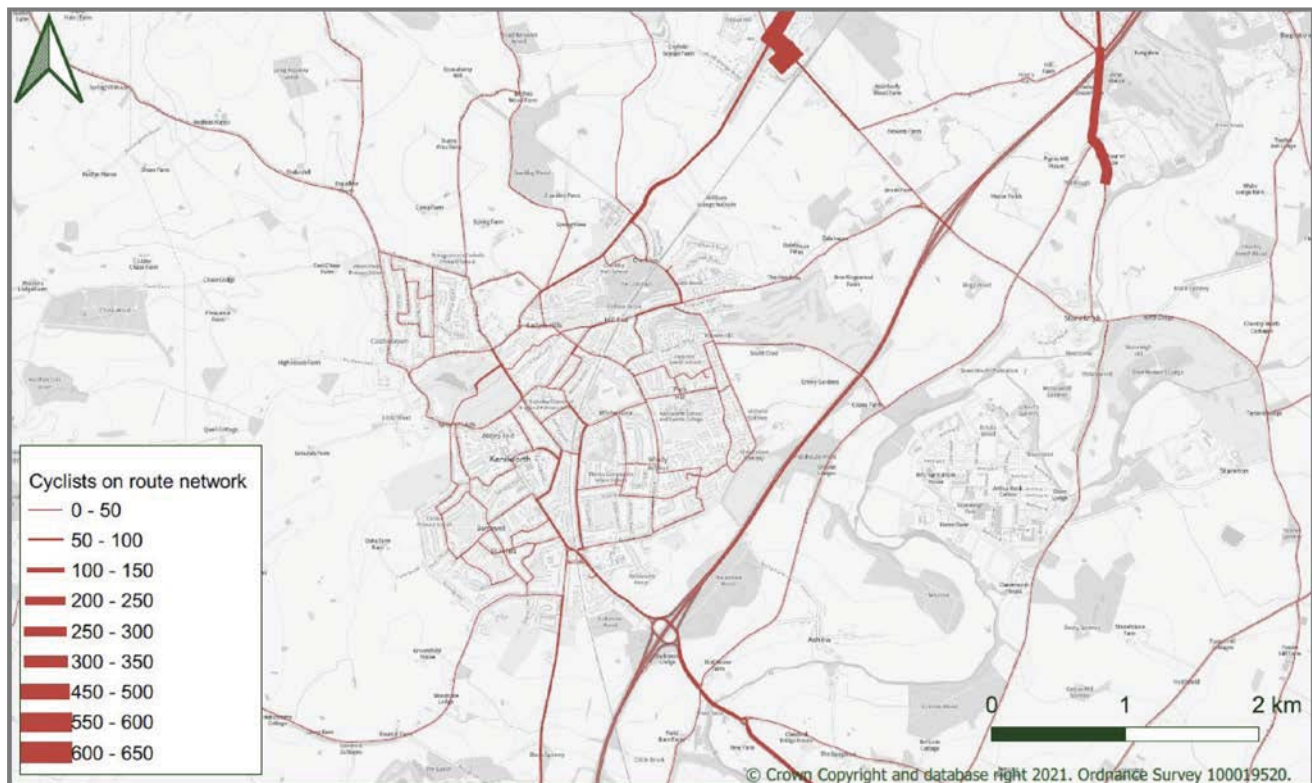


Figure W18: propensity to cycle: (LSOA Government Target Equality): Kenilworth



The PCT indicates greatest demand for cycling along the following routes in and around Kenilworth:

- B4114 St Martins Road, Finham, Coventry
- A429 Coventry Road/ Kenilworth Road. Note that the A429 near Gibbet Hill shows very high numbers of cyclists - presumably linked to the adjacent University of Warwick campus
- A452 Leamington Road, south of A46 towards Leamington
- A452 Warwick Road and Waverley Road
- Farmer Ward Road
- Common Lane
- Abbey Fields and Bridge Street
- Dalehouse Lane, west of Knowle Hill and Mill End
- Warwick Road to Leek Wootton

Proposals for cycling infrastructure

Previous sections have summarised the information gathered on collisions, barriers and cycling trip generators in Warwick District, together with feedback from local people. This information, together with route audits by Sustrans, travel demand analysis by Phil Jones Associates and outputs from the propensity to cycle tool, has been combined with the previous Task and Finish schemes, to create a long list of key corridors and to identify possible measures to provide coherent, direct, safe, comfortable and attractive cycle routes.

In Warwick District, the evidence suggests that there is greatest potential for cycling development in the main urban areas of Warwick, Leamington Spa and Kenilworth. Although the focus is on selected routes within these specific areas, this does not preclude other cycling improvements

from being progressed, particularly in association with new developments, wider safety measures, highway works or leisure and tourism projects.

Figures W19 to W22 show indicative cycling networks for the Warwick District area and key urban areas of Warwick, Leamington and Whitnash, and Kenilworth. These plans are indicative of how local cycling networks could develop in the next 10 years.

Routes within urban areas have been selected to help enable more cycling for everyday trips and/or to link with new developments that are likely to generate a significant number of new cycling trips.

A number of cycling (and walking) routes in rural areas have also been identified. These cross-county routes include a mix of canal towpaths, country park paths, greenways, footpaths and bridleways. Improvements to accommodate horse-riding will be considered where possible.

The types of infrastructure, progress of schemes and pace of development will be subject to further prioritisation, modelling, feasibility, design work and consultation with local communities. Depending on scheme size, land ownership and availability of funding, walking and cycling projects may take 2-3 years from initial development, through to design and delivery.

Tables W6, W7, W8 and W9 list all the proposed schemes and indicate the types of infrastructure that could be introduced. These categories will help with initial cost estimates for schemes but are subject to further feasibility work.

Section 1 of this LCWIP provides an illustration of types of measures that will be considered as part of cycling improvements. In addition to cycling-specific infrastructure such as cycle tracks and cycle lanes, consideration will also be given to other measures such as the removal of barriers, lowering of speed limits, introduction of traffic calming and parking restrictions, reallocation of road space and the establishment of school streets and quiet lanes. The design of cycling improvements will include assessments of lighting and speed limits, and investigate scope for waymarking, cycle parking and automatic cycle counters.

Tables W6, W7, W8 and W9 also show status of schemes, in terms of whether they already have dedicated funding and are programmed for delivery, or remain as potential opportunities. Proposed schemes include upgrades of existing facilities as well as new infrastructure.

A '**programmed**' scheme is an infrastructure scheme with allocated funding, where design work is well progressed. However, it may require additional funding and further design work and could be paused to allow for better co-ordination with other local projects or additional community input.

A '**potential**' scheme is an infrastructure scheme where an opportunity has been identified though the LCWIP information gathering and consultation process.

For potential schemes being promoted by Warwickshire County Council (i.e. not considered as the responsibility of a third party), next steps will include analysing relevant data, undertaking cycle reviews and commissioning surveys and feasibility studies or concept designs. Cycle reviews, feasibility and design work will be based on the core design principles (Coherence, Directness, Safety, Comfort and Attractiveness) and use latest guidance such as the LTN1/20. For potential schemes that are considered as third party responsibility, planning applications and partners' scheme designs will continue to be monitored, to ensure that they connect with the existing and proposed network, and meet local and national design standards. Section 3 of this LCWIP provides more detail on the prioritisation of schemes and possible timescales for delivery.

Table W6: Proposed cross-county routes

Ref	Cross-county routes	Type
	Programmed schemes	
	Offchurch Greenway (NCN41) (Welsh Road - Fosse Way)	Cycle track/ path on open space
	Potential schemes	
X13	Kenilworth Greenway (NCN523) (Burton Green - Berkswell)	Multi user traffic-free route
X14	Bridleway between Hatton and Kenilworth	Multi user traffic-free route
X15	Bridleway between Hatton and Warwick	Multi user traffic-free route
X16	HS2 Link: Cubbington to Offchurch	Multi user traffic-free route
X17	Offchurch Greenway (NCN41) Welsh Road	Multi user traffic-free route
X18	Tachbrook Country Park, and Heathcote	Multi user traffic-free route
X17	Offchurch Greenway (NCN41) Welsh Road	Cycle track/ path on open space
X18	Tachbrook Country Park, and Heathcote	Cycle track/ path on open space



Figure W19: Indicative Cycle Network for Warwick District

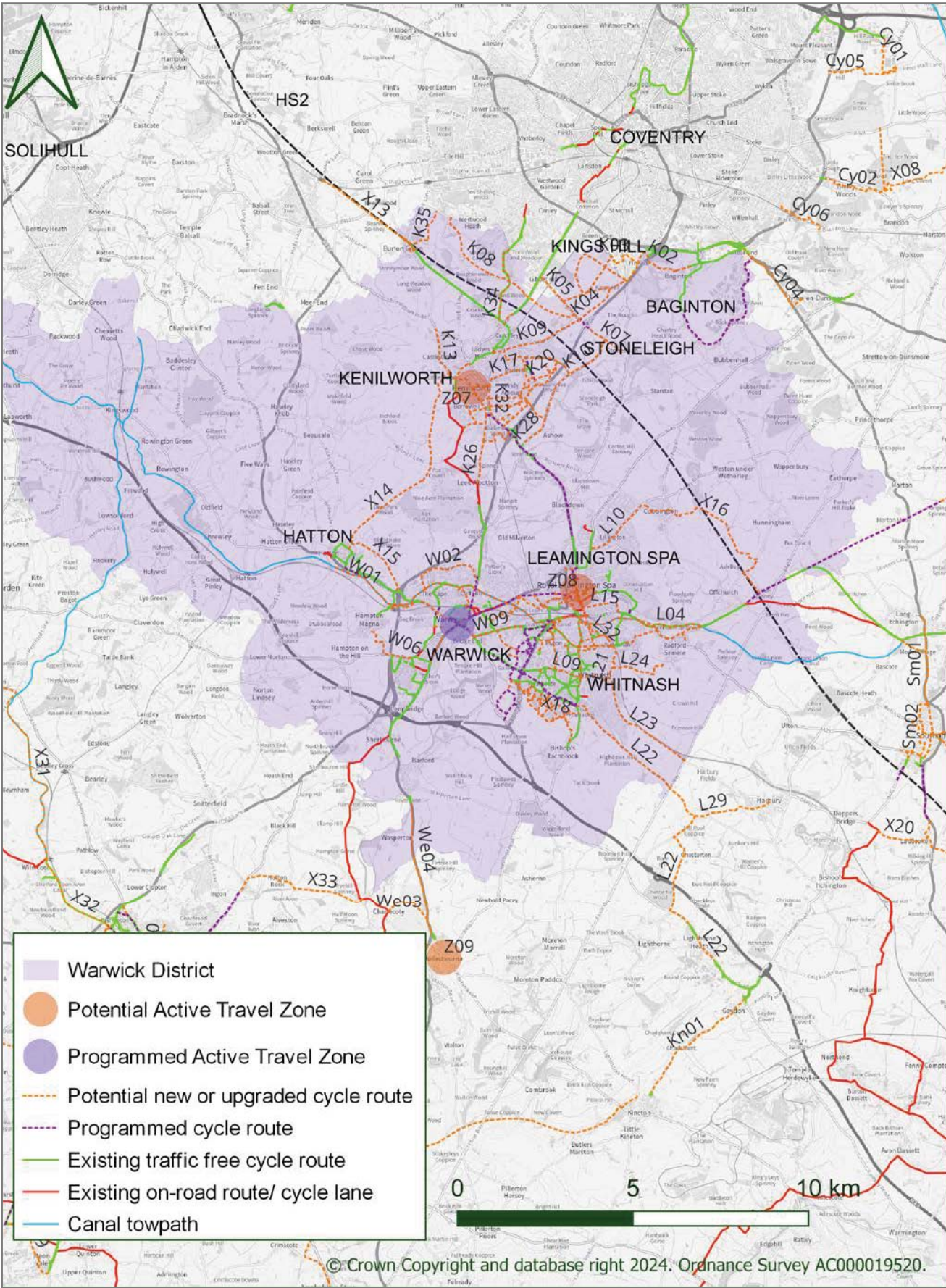


Figure W20: Indicative Cycle Network for Warwick

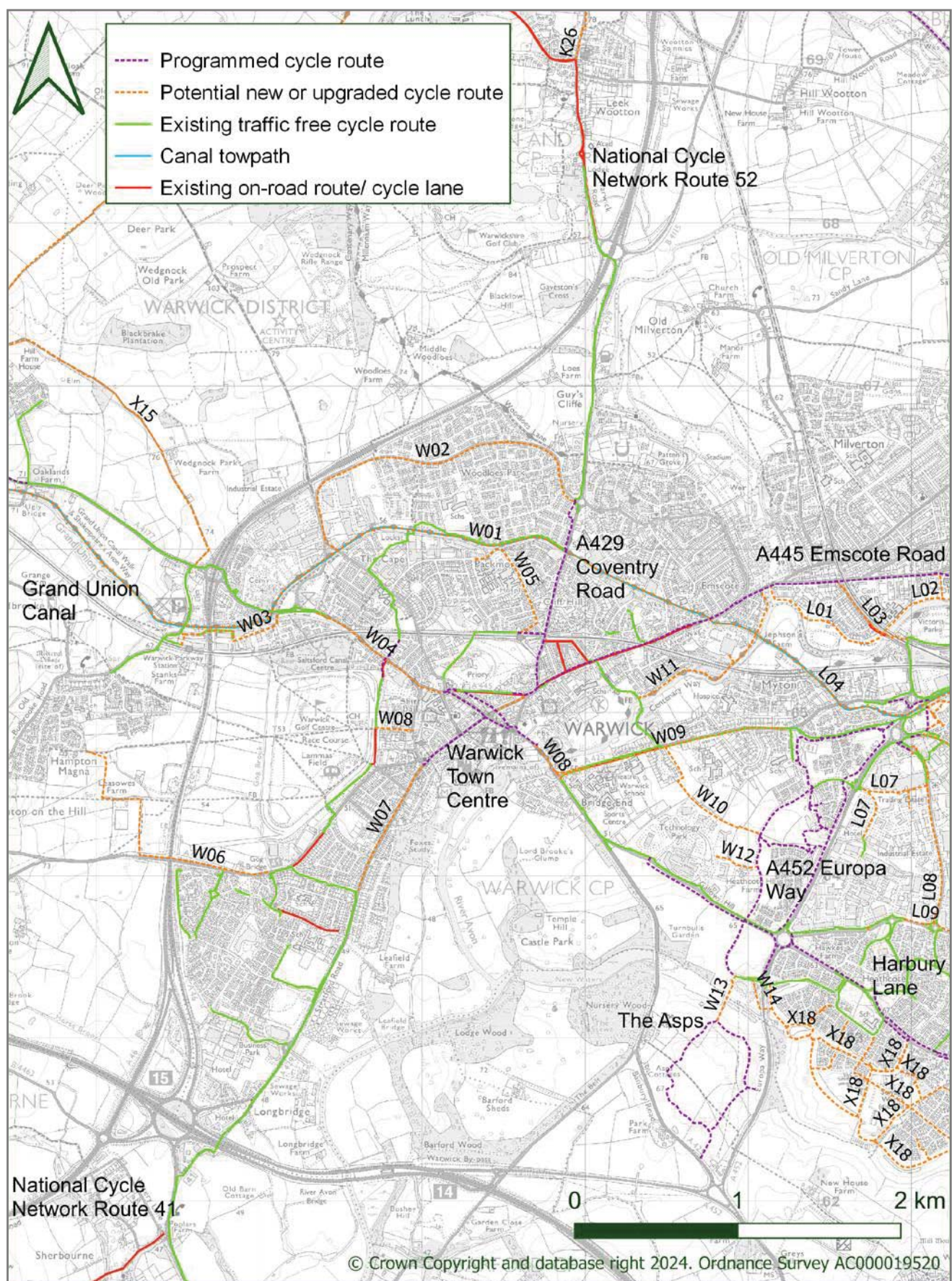


Table W7: Proposed cycle schemes in Warwick

Ref	Warwick	Type
	Programmed schemes	
	A4177 Birmingham Road, Hatton	Footway/ cycle track adjacent to road
	A429 Coventry Road	Footway/ cycle track adjacent to road and path/ cycle track through open space
	A445 Emscote Road (Warwick - Leamington)	Footway/ cycle track adjacent to road
	Myton Green and Heathcote Sustainable Urban Extension	Path/ cycle track through open space
	Primrose Hill crossing	Path/ cycle track through open space and crossing
	Vittle Drive / Ansell Way	Widened/ upgraded footway adjacent to road, cycle track/ path on open space and crossings
	Footway/ cycle track adjacent to road and crossing	Widened/ upgraded footway adjacent to road
	Potential schemes	
W01	Grand Union Canal (Hatton - Emscote)	Towpath
W02	Primrose Hill	Footway/ cycle track adjacent to road
W03	Warwick Parkway Station access	Path/ cycle track through open space and on-carriageway route
W04	A425 Saltisford/ Birmingham Road	Footway/ cycle track adjacent to road
W05	Warwick Station - Hospital	On-carriageway cycle route
W06	Hampton Magna connections via new development	Footway/ cycle track adjacent to road and path/ cycle track through open space
W07	A429 Stratford Road,	Footway/ cycle track adjacent to road
W08	Town Centre links	Path/ cycle track through open space
W09	Myton Road	Footway/ cycle track adjacent to road and path/ cycle track through open space
W10	Myton path (Myton Road - Technology Park)	Path/ cycle track through open space
W11	River Avon Path (St Nicholas Park/ Pickard Street to Portobello Bridge)	Path/ cycle track through open space
W12	Fusiliers Way - Technology Park	Path/ cycle track through open space
W13	Peabody Way - Tach Brook - The Asps	Path/ cycle track through open space
W14	A452 Europa Way foot/cycle bridge	Foot/ cycle bridge

Figure W21: Indicative Cycle Network for Leamington Spa and Whitnash

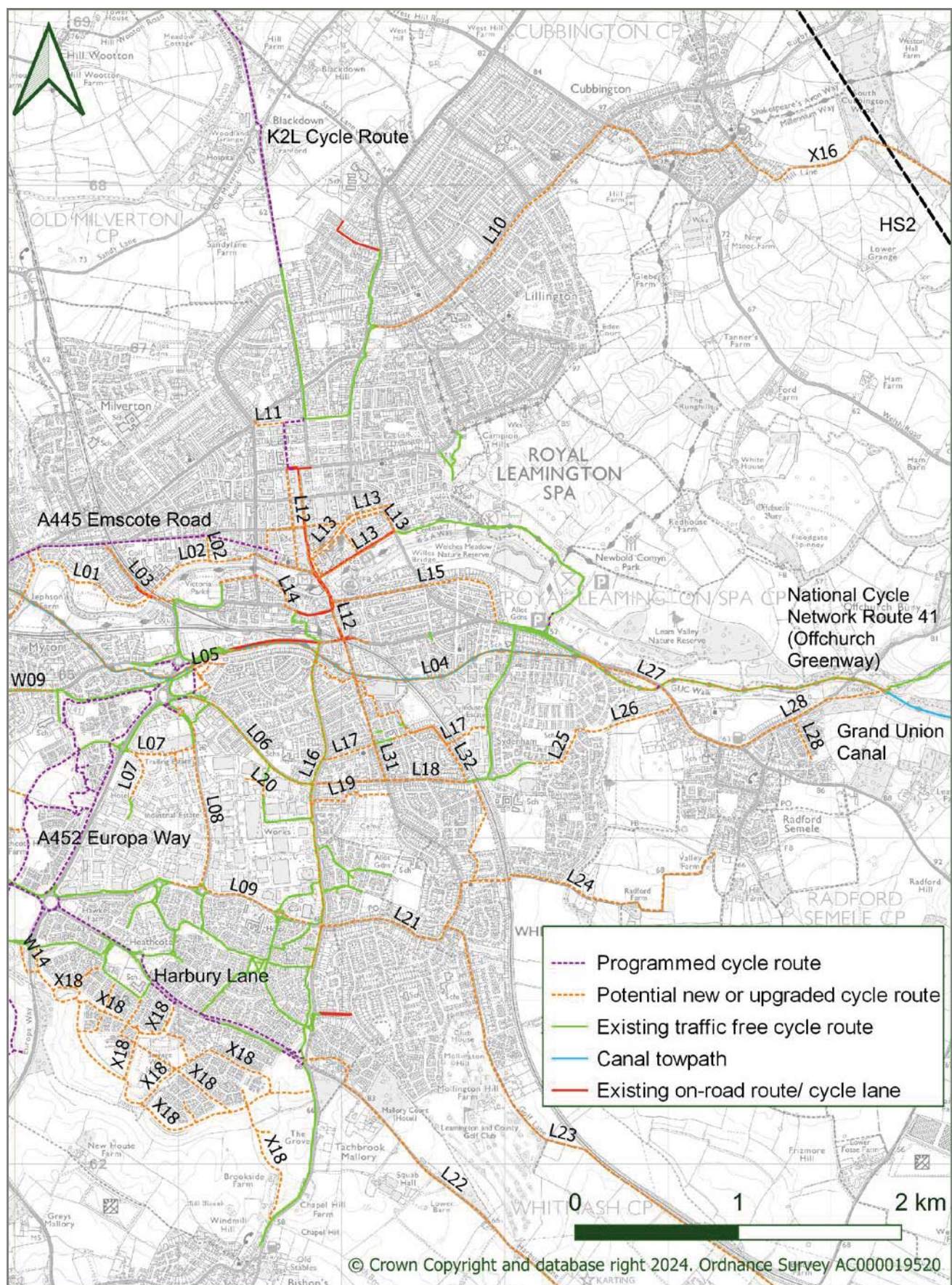


Table W8: Proposed cycle schemes in Leamington and Whitnash

Ref	Leamington and Whitnash	Type
	Programmed schemes	
	(K2L) A452 Kenilworth Road (Leamington Spa Town Centre)	On-carriageway route and crossing
	A452 Europa Way	Footway/ cycle track adjacent to road
	Grand Union Canal (Radford Semele access ramp)	Towpath access ramp
	Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	Footway/ cycle track adjacent to road and crossing
	Offchurch Greenway (NCN41) (Welsh Road - Fosse Way)	Path/ cycle track through open space and foot/ cycle bridge
	Radford Meadows Bridge	Foot/ cycle bridge
	Potential schemes	
L01	River Leam Path (Portobello Bridge to Prince's Bridge)	Path/ cycle track through open space
L02	River Leam Path (Prince's Bridge to Adelaide Bridge, with link to Milverton)	Path/ cycle track through open space
L03	A452 Princes Drive	Footway/ cycle track adjacent to road
L04	Grand Union Canal (Emscote - Offchurch Greenway)	Towpath
L05	Fords Fields paths	Path/ cycle track through open space
L06	Kingsway/ Queensway	Footway/ cycle track adjacent to road and crossing
L07	Olympus Avenue and Shires Retail Park	Footway/ cycle track adjacent to road
L08	Tachbrook Park Drive, Leamington	Footway/ cycle track adjacent to road
L09	Heathcote Lane, Warwick Gates	Footway/ cycle track adjacent to road and crossing
L10	B4453 Cubbington - Lillington - Leamington	Footway/ cycle track adjacent to road and on-carriageway route
L11	A445 Lillington Avenue/ Binswood Avenue	Footway/ cycle track adjacent to road and crossing
L12	Leamington Spa Town Centre (North - South)	On-carriageway cycle route
L13	Leamington Spa Town Centre (East - West)	On-carriageway cycle route
L14	Archery Road/ York Road	On-carriageway cycle route and crossing
L15	Priory Terrace and Leam Terrace	Footway/ cycle track adjacent to road
L16	B4087 Tachbrook Road	Footway/ cycle track adjacent to road and crossing

Ref	Leamington and Whitnash	Type
	Potential schemes	
L17	Tachbrook Street, Waverley Road, Berrington Road	On-carriageway cycle route
L18	St Helen's Rd/Grosvenor Road/Prospect Road	Footway/cycle track adjacent to road
L19	Windmill Road - Leamington Cemetery	Path/cycle track through open space and on-carriageway route
L20	Juno Drive and Hermes Close	Footway/cycle track adjacent to road
L21	Whitnash connections	
L22	Leamington - Lighthorne Heath and Gaydon	
L23	Golf Lane Bridleway, Whitnash	Path/cycle track through open space
L24	Bridleway (Whitnash - Radford Semele)	Path/cycle track through open space
L25	Chesterton Drive, Sydenham	Footway/cycle track adjacent to road
L26	Disused railway (Radford Road - Calder Walk)	Path/cycle track through open space and on-carriageway route
L27	A425 Radford Road/ Southam Road (Radford Semele - Leamington)	Footway/cycle track adjacent to road
L28	Offchurch Lane: Radford Semele - Grand Union Canal	Footway/cycle track adjacent to road
L29	Chesterton - Harbury	Footway/cycle track adjacent to road
L30	A425 High Street	On-carriageway cycle route
L31	Clemens Street and Brunswick Street	On-carriageway cycle route
L32	Sydenham - Leamington Railway Station	On-carriageway cycle route



Figure W22: Indicative Cycle Network for Kenilworth

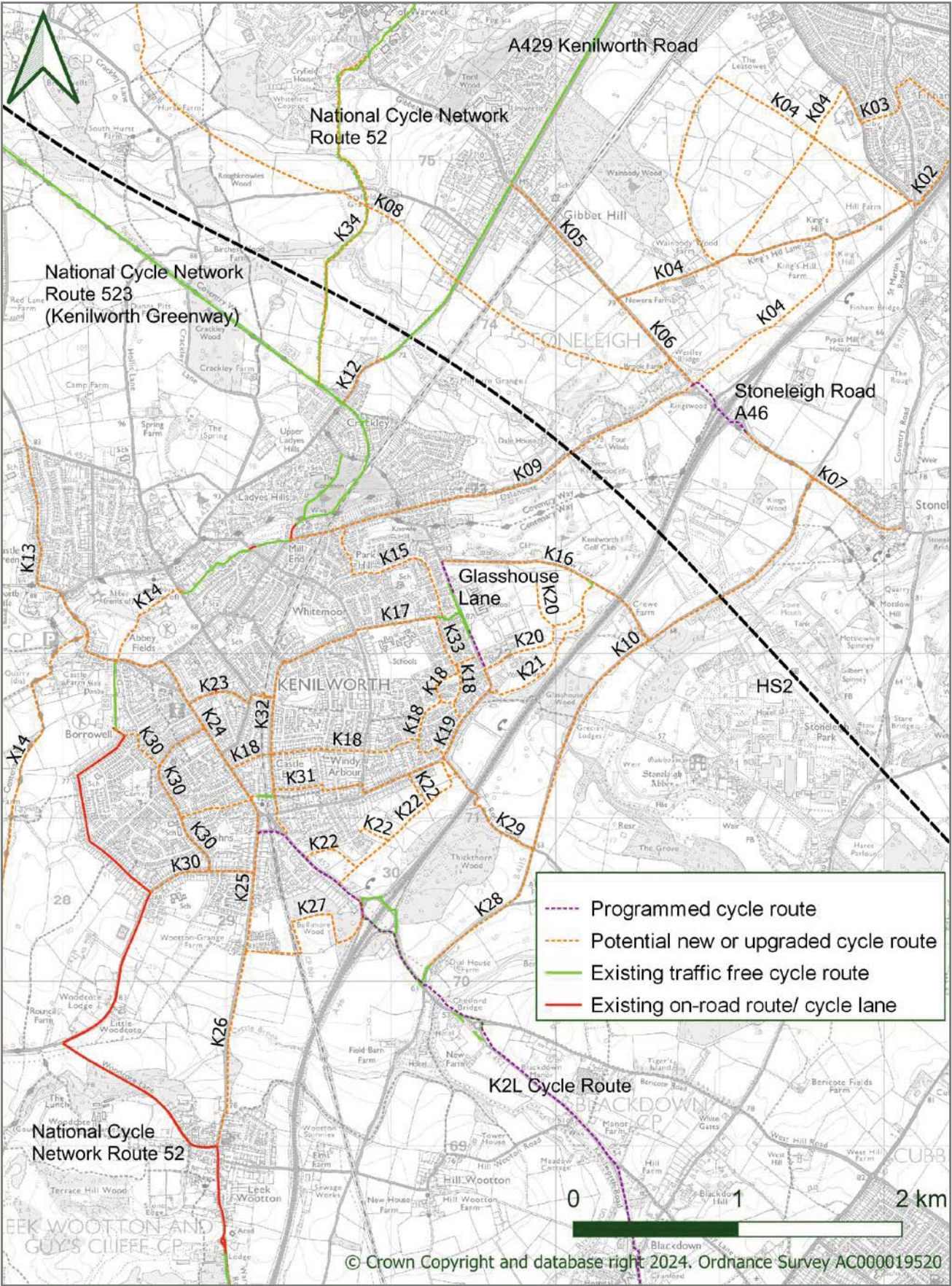


Table W9: Proposed cycle schemes in Kenilworth

Ref	Kenilworth, Stoneleigh, Baginton and Kings Hill	Type
	Programmed schemes	
	(K2L) A452 Kenilworth to Leamington, south of B4115	Footway/ cycle track adjacent to road and crossing
	(K2L) B4115 / Rocky Lane, Kenilworth	Footway/ cycle track adjacent to road
	Coventry Gateway South	Path/ cycle track through open space
	Glasshouse Lane	Footway/ cycle track adjacent to road
	Stoneleigh Road (Dalehouse Lane to A46)	Footway/ cycle track adjacent to road
	Potential schemes	
K01	Rowley Road, Baginton	On-carriageway cycle route
K02	Mill Hill, Baginton and Howes Lane	On-carriageway cycle route
K03	Finham links	On-carriageway cycle route
K04	Kings Hill development including spine road and Kings Hill Lane	Footway/ cycle track adjacent to road, path/ cycle track through open space and crossing
K05	Stoneleigh Road (Gibbet Hill - Kings Hill Lane)	Footway/ cycle track adjacent to road
K06	Stoneleigh Road (Kings Hill Lane to Dalehouse Lane)	Footway/ cycle track adjacent to road
K07	Stoneleigh Road (A46 to Stoneleigh Village)	On-carriageway cycle route
K08	A46 University of Warwick Strategic Link Road	Footway/ cycle track adjacent to road
K09	Dalehouse Lane	Footway/ cycle track adjacent to road
K10	B4115 Ashow Road near Stoneleigh Business Park (Rocky Lane to Stoneleigh)	Footway/ cycle track adjacent to road
K11	Burton Green (Kenilworth Greenway NCN 523)	Path/ cycle track through open space
K12	A429 Coventry Road/ Kenilworth Road, Crackley	Footway/ cycle track adjacent to road
K13	B4103 Castle Road/ Clinton Lane	On-carriageway cycle route
K14	Abbey Fields	Path/ cycle track through open space and crossing
K15	Kenilworth E-W route (Greenway, Mill End, Finham Drive and Rawnsley Drive)	Footway/ cycle track adjacent to road, on-carriageway route and crossing
K16	Crewe Lane	Footway/ cycle track adjacent to road and on-carriageway route
K17	Kenilworth E-W route (Whitemoor Road/ Leyes Lane)	Footway/ cycle track adjacent to road, on-carriageway route and crossing
K18	Kenilworth E-W route (Thornby Avenue, Newfield Avenue, Mountbatten Avenue)	Footway/ cycle track adjacent to road, on-carriageway route and crossing

Ref	Kenilworth, Stoneleigh, Baginton and Kings Hill	Type
	Potential schemes	
K19	Kenilworth E-W route (Glasshouse Lane)	Footway/ cycle track adjacent to road, on-carriageway route and crossing
K20	East Kenilworth development - new roads	Footway/ cycle track adjacent to road
K21	East Kenilworth development - greenways	Path/ cycle track through open space
K22	Thickthorne development	Footway/ cycle track adjacent to road
K23	Station Road	Path/ cycle track through open space and on-carriageway route
K24	A452 Warwick Road (Kenilworth town centre)	On-carriageway cycle route
K25	Warwick Road (Wilkshire Road to St John's)	Footway/ cycle track adjacent to road and on-carriageway route
K26	Warwick Road (Leek Wootton to Wilkshire Road)	Footway/ cycle track adjacent to road
K27	Paths, Bullimore Wood	Path/ cycle track through open space
K28	Ashow Rd	Footway/ cycle track adjacent to road
K29	Rocky Lane	Path/ cycle track through open space
K30	Kenilworth links (St Johns)	On-carriageway cycle route
K31	Kenilworth E-W route (Hermitage Way)	On-carriageway cycle route
K32	Farmer Ward Road	On-carriageway cycle route and crossing
K33	The Wardens Paths	Path/ cycle track through open space
K34	NCN52 (Kenilworth Greenway - University of Warwick)	Path/ cycle track through open space
K35	Westwood Heath - Kenilworth Greenway	Path/ cycle track through open space

4

Design principles and processes

Cycle traffic has its own characteristics that are distinct from motor traffic and pedestrian traffic. These should be recognised and incorporated from the outset of the planning and design process. There are five fundamental design principles for all cycle infrastructure that will ensure it is accessible to all. The relative importance of each attribute, and how each is delivered, will depend on the situation in which design is being applied. For example, safety for cyclists is largely determined by achieving separation from busy and fast motor traffic, but this can be achieved in several ways, by provision of separate infrastructure, through removal of traffic from an existing street, or a reduction in traffic speed or volume. There are audit and review procedures that offer a framework to help understand the issues behind the five criteria and how to prioritise addressing them when designing schemes. When designing new highways and improvement schemes, planning for cycling from the outset can ensure that sufficient land is acquired to accommodate the optimum design.

4.1 Introduction

4.1.1 This chapter looks at some of the basic ideas that underpin the design process for cycle route networks. Dimensions to meet the needs of all people able to use a cycle are set out in Chapter 5 and subsequent chapters covering design elements. This chapter includes:

- ▶ The basis of designing for cyclists' needs;
- ▶ Minimising the effort required to cycle;
- ▶ Providing protection from motor traffic in different circumstances; and
- ▶ Quality assessment techniques

4.2 Core design principles

4.2.1 There are five principles which represent the core requirements for people wishing to travel by cycle or on foot. Accessibility for all is a requirement that should always be considered in relation to each of the principles. Designers should always aim to provide infrastructure that meets these principles and therefore caters for the broadest range of people. While cyclists and pedestrians share the same underlying design principles, the geometric design requirements for pedestrians and cyclists are not the same, owing to the differential in speed and mass. Geometric requirements are explored in Chapter 5.

4.2.2 When people are travelling by cycle, they need networks and routes that are:

- ▶ Coherent;
- ▶ Direct;
- ▶ Safe;
- ▶ Comfortable; and
- ▶ Attractive

4.2.3 These design principles are further described below.

Coherent

4.2.4 Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality. Abrupt reductions in the quality of provision for cyclists – such as a busy high-speed roundabout without facilities – will mean that an otherwise serviceable route becomes unusable by most potential users. Sections that do not meet accessibility standards, such as steps on a cycle route, will render a whole journey inaccessible for some people.

4.2.5 Main roads are often the only direct, coherent route available to move between places, but these are usually the roads where people most fear the danger from motor vehicles. Consequently, the provision of adequately safe, attractive and comfortable facilities along these roads is crucial to creating a coherent cycling network.

4.2.6 A cycle route may vary in nature along its length, for example a signed route along a quiet street may continue as a motor traffic free route through a green space, but the connection between successive sections should be obvious. Similarly, a route through a complex junction should be clear to all road users. Direction signs, road markings and coloured surfacing in combination with physical design features can all help to provide coherence.

Direct

4.2.7 Directness is measured in both distance and time, and so routes should provide the shortest and fastest way of travelling from place to place. This includes providing facilities at junctions that minimise delay and the need to stop. Minimising the effort required to cycle, by enabling cyclists to maintain momentum, is an important aspect of directness. An indirect designated route involving extra distance or more stopping and starting will result in some cyclists choosing the most direct, faster option, even if it is less safe.

4.2.8 To make cycling an attractive alternative to driving short distances, cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles. Permitting cyclists to make movements prohibited to motor traffic, allowing contraflow cycling, and creating links between cul-de-sacs to enable cyclists to take the shortest route, should be the default approach in traffic management

schemes and new road networks. Area-wide schemes and new developments can enable filtered permeability, allowing cyclists and pedestrians to take more direct routes than motorised traffic.

Safe

4.2.9 Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.

4.2.10 Safety and environmental improvements for all road users can be achieved by reducing motor traffic volumes and speeds, for example by introducing filtered permeability or traffic calming. Reducing motor traffic may also release space to enable the construction of separate facilities for cyclists on links and at junctions.

4.2.11 On busy strategic roads where a significant reduction in traffic speeds and volumes is not appropriate, safety will need to be achieved by providing dedicated and protected space for cycling, which may involve reallocating existing space within the highway (or providing a parallel route). Reallocation will typically involve moving kerb lines and street furniture, and providing well-designed crossings and facilities at junctions where most casualties occur. The potential for conflict between pedestrians and cyclists should be minimised by keeping them separate except in low speed, low traffic environments (see Figure 4.2). Where pedestrians and cyclists share surfaces, sufficient width should be provided to enable users to feel safe by allowing them to see other users and to avoid each other when passing.

4.2.12 Cycle routes remote from roads may have other risks relating to crime and personal security. The risk of crime can be reduced through the removal of hiding places along a route, by providing frequent access points, by providing lighting, and by passive surveillance from overlooking buildings and other users.

4.2.13 Maintenance to address surface defects, overgrown vegetation, fallen leaves, snow and ice will all help to reduce the likelihood of falls and crashes for all people and preserve available width and sight lines for cyclists. Cycle parking should be sited where people using the facilities can feel safe from traffic and crime, and away from pedestrian paths.

Comfortable

4.2.14 Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting, avoiding steep gradients, excessive or uneven crossfall and adverse camber. The need to interact with high speed or high-volume motor traffic also decreases user comfort by increasing the level of stress and the mental effort required to cycle.

4.2.15 Adequate width is important for comfort. Cycling is a sociable activity and many people will want to cycle side by side, and to overtake another cyclist safely. It is important that cyclists can choose their own speed so that they can make comfortable progress commensurate with the amount of effort they wish to put in.

4.2.16 Designers should consider comfort for all users including children, families, older and disabled people using three or four-wheeled cycles. Families are more likely to use off-carriageway facilities. Young children may need additional space to wobble or for an accompanying parent to ride alongside.

Attractive

4.2.17 Cycling and walking provide a more sensory experience than driving. People are more directly exposed to the environment they are moving through and value attractive routes through parks, waterfront locations, and well-designed streets and squares. Cycling is a pleasurable activity, in part because it involves such close contact with the surroundings, but this also intensifies concerns about personal security and traffic danger. The attractiveness of the route will therefore affect whether users choose cycling as a means of transport.

4.2.18 The environment should be attractive, stimulating and free from litter or broken glass. The ability for people to window shop, walk or cycle two abreast, converse or stop to rest or look at a view, makes for a more pleasant experience.

4.2.19 Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using. The surfaces, landscaping and street furniture should be well maintained and in keeping with the surrounding area. Planting in parks and rural areas should consider the aesthetic and sensory qualities that create attractive vistas and fragrances as well as practical considerations about maintenance.

Table 4-1: Factors affecting cycling effort

Factors	Comments	Design implications
The cycle and rider – speed, mass and acceleration	Energy is required to move from rest to the cyclist's chosen speed, depending on the rate of acceleration and the mass of the rider and cycle. Stopping and then restarting means that significant additional effort is required, over and above maintaining a constant speed.	Routes that are direct and allow cyclists to maintain a steady speed are the most appealing. Designers should avoid layouts which make cyclists stop, slow down, or deviate unnecessarily from their desired route.
Surface quality and resistance	The greater the surface resistance, the harder it is to cycle. This is particularly true for small-wheeled cycles.	Cycle routes should be surfaced in smooth bound materials that are unaffected by weather and are well-maintained at all times of year.
Gradient	The steeper the gradient, the more energy is required to overcome it. Three and four wheeled cycles are affected by excessive camber, making it hard to steer. All cyclists are affected by camber in icy conditions.	Directness of route may need to be balanced with avoiding steep gradients. The Route Selection Tool (RST), used as part of the LCWIP process, can be useful in assessing alternatives. Camber should be adequate for drainage but not excessive, and fall to the inside of bends.
Air resistance	Air resistance can add significantly to the effort required to cycle, particularly for 'city bikes' where the rider is more upright. Cycling into a prevailing headwind, which can be exacerbated by a local microclimate, can increase this effort.	Windbreaks using planting, trees, hedges or fences, can help mitigate the effects of strong prevailing winds.

4.3 The effort required to cycle

4.3.1 The effort required to cycle and to maintain a constant speed is affected by physical conditions and the local environment: surface quality, surface material, gradients, deflections and undulations, and prevailing winds.

4.3.2 Minimising effort should be a key consideration in the design of any infrastructure, so that cycling is a comfortable and pleasant experience. Suggested positive steps to achieve this are shown in Table 4-1. E-bikes (electrically-assisted pedal cycles) also overcome some of these issues by providing a boost in power to assist the rider.

4.4 Protection from motor traffic on highway links

When to protect

4.4.1 Motor traffic is the main deterrent to cycling for many people¹² with 62% of UK adults feeling that the roads are too unsafe for them to cycle on.¹³ Providing protected space has resulted in huge increases of cyclists on routes in London,¹⁴ Manchester and other major cities.¹⁵ The need to provide protected space for cycling on highways generally depends on the speed and volume of motor traffic. For example, in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds.

¹² Davies, D, Gardner, G, Gray, C, Harland, G A Quantitative Study of the Attitudes of Individuals to Cycling, TRL Report 481, 2001

¹³ Walking and Cycling Statistics: England 2017, DfT, 2018

¹⁴ London's Cycling Infrastructure Report, London Assembly Transport Committee, March 2018

¹⁵ Cycle City Ambition Programme, Baseline and Interim Report, Transport for Quality of Life (for DfT), 2017

On busier and faster highways, most people will not be prepared to cycle on the carriageway, so they will not cycle at all, or some may unlawfully use the footway.

4.4.2 Figure 4.1 summarises the traffic conditions when protected space for cycling (fully kerbed cycle tracks, stepped cycle tracks and light segregation), marked cycle lanes without physical features and cycling in mixed traffic are appropriate.

4.4.3 More detail on the design of these types of cycle infrastructure is given in Chapters 6 and 7.

4.4.4 Figure 4.1 shows that:

- Protected space for cycling will enable most people to cycle, regardless of the volume of motor traffic, although stepped cycle tracks and light segregation are not generally considered suitable for roads with speed limits above 40mph in urban areas. Stepped cycle tracks and light segregation may be appropriate on some suburban and interurban roads with 40mph
- speed limits where HGV traffic is limited and traffic flows are less than 6,000 PCU per day.
- Although there may be fewer cyclists and pedestrians in rural areas, the same requirement for separation from fast moving motor vehicles applies. A well-constructed shared use facility designed to meet the needs of cycle traffic – including its width, alignment and treatment at side roads and other junctions – may be adequate where pedestrian numbers are very low.
- Reducing the volume and speed of motor traffic can create acceptable conditions for on-carriageway cycling in mixed traffic and should always be considered as it delivers other safety and environmental benefits to streets. This is often the only feasible approach on narrow roads lined by buildings.
- Cycle lanes on the carriageway can be appropriate on less busy roads with lower speed limits, but do not provide any physical protection from motor vehicles and so do not adequately meet the needs of most people on busier and faster roads.

Figure 4.1: Appropriate protection from motor traffic on highways

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

- If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
- The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
- In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

4.4.5 The values in Figure 4.1 are derived from the following guidance: Tables 5.2 and 5.3 in the Design Manual for Bicycle Traffic, CROW Record 28, 2016; London Cycling Design Standards, Chapter 2, TfL 2016 and the Urban Bikeway Design Guide, NACTO, 2012. The numbers are based on the frequency of interactions between opposing vehicles at different speed/flow permutations and user satisfaction surveys (in the research for CROW and TfL design guides) which helped to define the points at which people feel uncomfortable sharing the carriageway.

4.4.6 When cycle tracks or light segregation are used to provide protected space for cyclists this potentially introduces issues for kerbside access for parking and delivery, and additional complications around pedestrian crossing points and bus stops that will need to be addressed during design. Suitable protection will also need to be provided through junctions as well as on links to create a complete, coherent and safe route that is useable by most people. Guidance on the design of junctions is given in Chapter 10.

Protection on highway links in different contexts

4.4.7 Where highway conditions require cycling in a protected space, the design affects the appearance of the street. The additional separation from motor traffic that a cycle track provides can make streets more attractive with better ambience for pedestrians. However, additional street clutter such as signs, coloured surfaces or upstand kerbs also has potentially negative impacts that need to be minimised.

4.4.8 Aesthetic qualities are subjective, but a rationale can be achieved by considering the forms of protection in relation to street functions. Manual for Streets¹⁶ introduced the concept that the primary functions of urban streets are movement (by all modes) and place. The place function considers the street as a destination in its own right, and where people may simply wish to spend time (see Figure 4.2). Design of cycle facilities also needs to be responsive to these considerations. Figures 4.3 and 4.4 illustrate how different approaches can be used in different circumstances.

Figure 4.2: Typical road and street types in the place and movement hierarchy (from Manual for Streets)



16 Manual for Streets, Department for Transport, 2007

Figure 4.3: Edge of city distributor road, Oxford uses a stepped cycle track for separation from motor traffic



Figure 4.4: City centre access road, Norwich, uses a mode filter and vehicle restricted area to provide separation from motor traffic



4.4.9 For streets with a high place value, greater emphasis will need to be placed on the effect on 'place' functions of the chosen method of protecting space for cycling. This includes the needs of pedestrians moving around the area, as well as its visual impact.

4.4.10 Further details on these types of cycle facility are given in Chapters 6 and 7.

4.5 Assessment techniques and audits

4.5.1 Chapter 1 describes the **tools** that should be used as part of the funding process and includes the **Cycling Level of Service** and **Junction Assessment** tools. Assessment techniques offer a framework to ensure that a scheme conforms to good practice and that it is accessible and safe. The assessment may be a simple checklist to prompt designers to consider the issues, or a more complex appraisal process that can help to demonstrate how well a scheme meets various design criteria. An **audit** is typically applied during the various stages of scheme design, including post-opening. A **review** is usually carried out on an existing road or facility in order to assess the current conditions and issues to help inform the design process. In practice these terms are often used interchangeably and further detail of the methodology is given in the source guidance for the various techniques that are summarised below.

Cycling level of service

4.5.2 While minimum dimensions provide a guide to what constitutes adequate cycling conditions, there are other aspects to be taken into consideration, all of which can contribute positively or negatively to the experience of cycling. These make up distinct elements of the five core design principles (see section 4.1) that contribute to an overall level of service within a given situation. These include, for example, the likelihood of coming into conflict with other users and the impact of crowding in busy periods, which affect comfort or safety. Traditionally, traffic engineering places great emphasis on road safety in relation to motor traffic, but as discussed above, this is just one of the design considerations.

4.5.3 A recommended **Cycling Level of Service** (CLoS) tool is provided in Appendix A. This includes a simple scoring assessment based on attributes of the five design criteria, which can be used to identify strengths and weaknesses, and therefore what the

design needs to address. The tool includes some factors that are considered to be 'Critical Fails' – results that represent unsafe conditions for cycling which must be addressed (or an alternative route found).

4.5.4 Cycling rarely happens in isolation, and it may be useful to consider adopting a whole street approach, such as TfL's **Healthy Streets Check for Designers**.¹⁷

4.5.5 Good cycle infrastructure is normally accessible to a wide range of people but an independent **Access Audit** (see 4.5.11) should be carried out to identify any negative impacts on other users such as access to disabled parking bays or potential trip hazards. Within that context, it is still important to meet the cycling design quality, which the CLoS tool measures.

4.5.6 A cycle route may consist of different types of infrastructure along its length. It may therefore be necessary to split the route into consistent sections (in terms of design) and then assess each section independently. It may only be necessary to assess the more problematic sections to analyse the type and severity of the issues, on the basis that the overall quality of the route is determined by its constraints.

Junction Assessment Tool

4.5.7 It is often at junctions that safety risks are highest and the relationships between safety, comfort and directness are more complex. A **Junction Assessment Tool** (JAT) is therefore included in Appendix B which enables designers to assess how well a junction provides for cycling. The JAT examines all potential movements at a junction, not just those that may be associated with a designated cycle route, to identify the potential for conflicts and therefore what measures may be required to reduce them.

Road safety audit

4.5.8 A **road safety audit** is a formal process that can be applied during the design stages and post-construction. It is performed by a qualified team of practitioners who are independent of the design team, solely concerned with highlighting safety issues (for all users) that may need to be addressed. A standard approach to road safety audit is given in the Design Manual for Roads and Bridges (DMRB)¹⁸ that is also commonly applied on local authority roads.

¹⁷ Healthy Streets, Checklist for Designers, TfL, 2018

¹⁸ DMRB, GG119 Road Safety Audit

4.5.9 A road safety audit will only consider one of the five core design principles (i.e. safety). If a problem is highlighted, the design modification recommended may adversely affect how well the scheme meets the other four principles. For example, if a road safety audit recommends that cyclists should lose priority at a junction as a mitigation measure for an identified risk, this would have an adverse effect on comfort and directness. It is for the designer to decide whether and to what extent to accept the recommendations of the safety audit, taking into account the overall impact on the level of service for cycling. Any decisions should be documented as part of the audit process.

Walking, Cycling and Horse Riding Assessment and Review

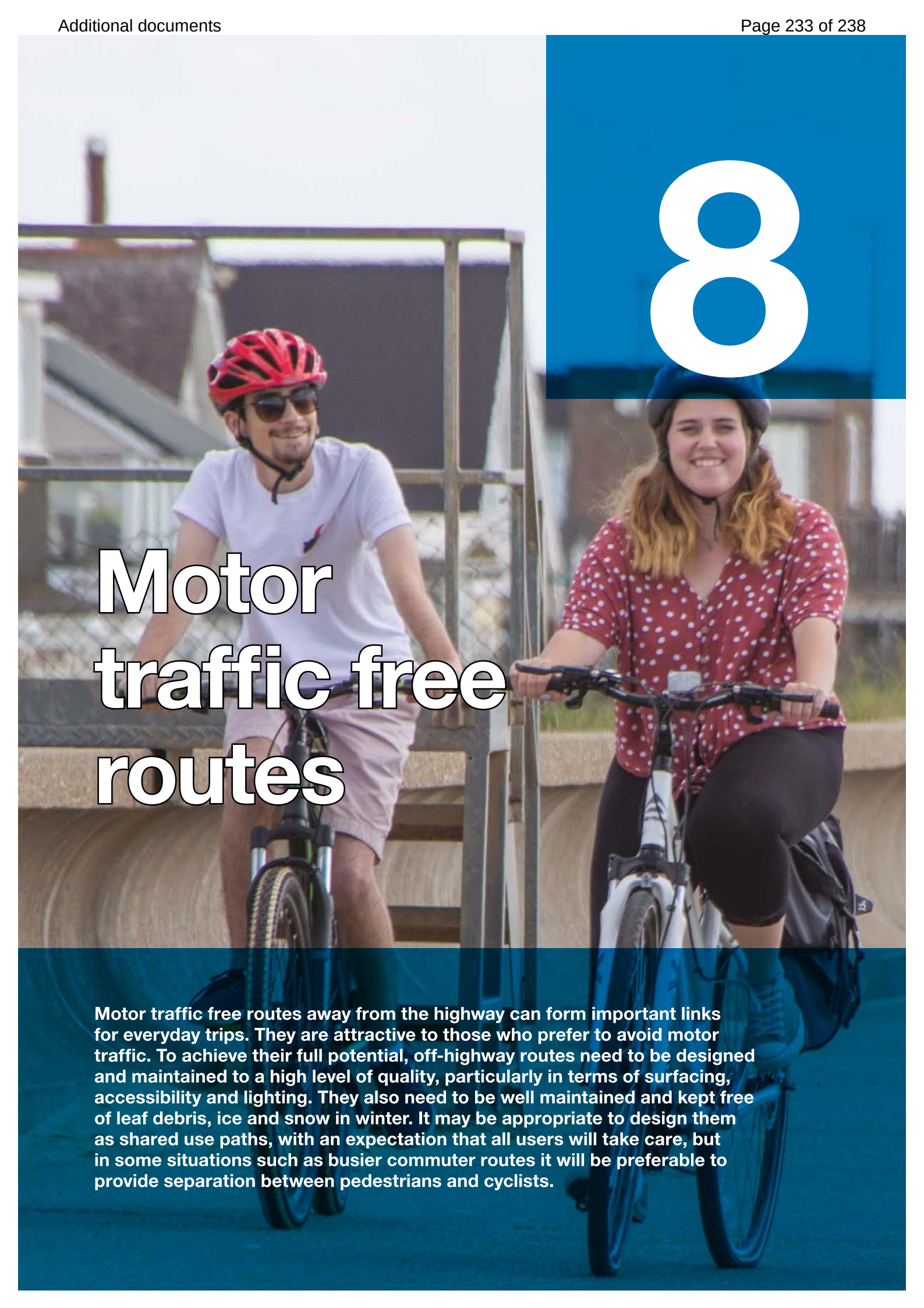
4.5.10 DMRB also contains guidance on undertaking a **Walking, Cycling & Horse-Riding Assessment and Review** (WCHAR).¹⁹ Although this is applicable to trunk roads, it provides a good basis for assessing the needs of all users along and across interurban roads.

Equality and access assessments

4.5.11 Local authorities are bound by the Equality Act 2010 in discharging their functions, which includes managing their road networks. Designers should provide infrastructure that is accessible to all, and the dimensions and other features set out in this guidance should help ensure that their designs comply with the Public Sector Equality Duty. An Access Audit should be undertaken of all proposals to ensure that a scheme meets the needs of those with protected characteristics under the Equality Act 2010, particularly people with a disability. The Access Audit (also formerly known as a DDA audit, Disability Discrimination Act Audit or Disabled Access Audit) is an assessment of a building, a street environment or a service against best-practice standards to benchmark its accessibility for disabled people. It may form part of an overall Equality Impact Assessment.

19 DMRB, Volume 5, Section 2, HD42 Cycling, Walking and Horse-Riding Assessment and Review

8

A man and a woman are riding bicycles on a paved path. The man, on the left, is wearing a red helmet, sunglasses, a white t-shirt, and light-colored shorts. The woman, on the right, is wearing a blue helmet, a red shirt with white polka dots, and black leggings. They are both smiling and looking towards the camera. The background shows a residential area with houses and a fence.

Motor traffic free routes

Motor traffic free routes away from the highway can form important links for everyday trips. They are attractive to those who prefer to avoid motor traffic. To achieve their full potential, off-highway routes need to be designed and maintained to a high level of quality, particularly in terms of surfacing, accessibility and lighting. They also need to be well maintained and kept free of leaf debris, ice and snow in winter. It may be appropriate to design them as shared use paths, with an expectation that all users will take care, but in some situations such as busier commuter routes it will be preferable to provide separation between pedestrians and cyclists.

8.1 Introduction

8.1.1 This chapter provides guidance on the design of motor traffic free routes away from highways. These include routes on disused railway lines, through parks and public open space, on canal and riverside towpaths, and public rights of way.

8.1.2 Some key design considerations are listed below:

- ▶ With suitable widths and surface materials, off-highway routes can provide a high level of service for utility cycling. They can be attractive to people who may be unwilling or unable to mix with motor traffic and can form essential links within the cycling network. Guidance on width requirements for cycle routes is given in Chapter 5 and on surfacing materials in Chapter 15.
- ▶ Off-highway routes should be integrated with the wider network, with clear signing to and from adjacent areas, and properly constructed links between the off-road sections and the adjacent highways. Canal and former rail corridors sometimes bypass central areas and other attractors, so it is important to provide clear waymarking for orientation at access points.
- ▶ On some routes access points may be far apart, and the alignment may be separated by level from its surroundings. This may lead to anti-social behaviour, crime and/or the fear of crime. Achieving a good level of social safety should be considered in the design process.

Figure 8.1: Resin bonded aggregate surfacing on widened towpath, Birmingham



- ▶ For year-round utility cycling, a sealed surface is necessary (see Figure 8.1), and street lighting should be provided. Where the purpose of the route is primarily for leisure trips, typically in rural areas, these features may be less important. However, loose gravel surfaces can be difficult or inaccessible for people in wheelchairs and some types of adapted cycle.

8.2 Managing user conflict

8.2.1 The potential conflict between pedestrians and cyclists is often a concern when designing routes away from highways. Although there are few recorded collisions between pedestrians and cyclists on shared use paths, the fact that the two user groups travel at different speeds and sometimes in different directions, can affect the level of comfort of both groups. It is a particular concern for visually impaired people. Reference should also be made to Section 6.5 of Chapter 6 when unsegregated off-highway routes are being considered.

8.2.2 Providing sufficient width for the anticipated levels of use will help minimise the risk of conflict between different user groups. Existing heritage features such as canal towpaths should not be excluded from a network solely due to width or headroom restrictions, unless there are serious safety concerns.

8.2.3 Where space and budget allows, the most effective way to minimise conflict and increase comfort is to provide separate routes for walking and cycling. This technique is commonly used on Forestry Commission land and country parks to separate mountain bikers and walkers. It is also used alongside some main roads where the footway and cycle tracks are separated by a grass verge or hedge. Recommended widths are set out in Chapter 5.

8.2.4 Where there is insufficient space to separate the pedestrian and cycle paths, a level difference (preferably 60mm or more) and/or different surface texture should be used to clearly indicate separate surfaces intended for either cycle or pedestrian use, as discussed in Section 6.2.

8.2.5 Where the surface is fully level, a raised strip (trapezoidal in cross section), or some other textured material should be used. The white line road marking to TSRGD diagram 1049B or 1049.1 may be less easily detected by visually impaired people and is unlikely to provide sufficient separation.

8.2.6 As with cycle tracks adjacent to footways, it may be necessary to use ribbed (tramline/ladder) tactile paving to indicate which parts of a route are for pedestrians and for cyclists. Advice is given in Guidance on the Use of Tactile Paving Surfaces.³⁷

8.2.7 Where routes intersect with the highway and cross other footways, such as the approach to a toucan crossing, short sections of route that are fully shared between pedestrians and cyclists are often the simplest way to accommodate all movements.

8.2.8 A fully shared surface is preferable to creating sub-standard widths for both pedestrians and cyclists where the available width is 3.0m or less. This allows users to walk or cycle side by side and negotiate the space when passing. Guidance on the number of users that can be accommodated on shared use routes is given in Table 6-3 in Chapter 6.

8.2.9 Prescribed traffic signs to indicate a shared route can also be used away from the highway. Alternative signs with legends such as 'Share with Care' or 'Give Way to Pedestrians' signs may be used but these are not prescribed traffic signs and must not be used on the public highway. Periodic information campaigns can help remind all users to be considerate to others.

8.2.10 In rural and suburban areas, there may be various rights of way and permitted paths away from the highway. The legal status of a route cannot easily

be distinguished by its appearance. Many users will be unaware of whether cycling is permitted on different types of path or on access land. Symbols can be used on signs (see Figure 8.2) to help clarify which routes are available to cyclists.

8.2.11 It may be necessary to encourage cyclists to slow at certain points, such as the access to cycle tracks, areas of high localised pedestrian activity, steep gradients and locations where there is the potential for conflict such as junctions and the entrances to subways and bridges, particularly if visibility is constrained.

8.2.12 Measures can be used to reduce cycle speed which are broadly similar to those used for motor traffic, albeit at reduced scale, including horizontal deflection, sinusoidal speed humps and thermoplastic rumble strips. These traffic calming devices will inevitably also introduce potential hazards and discomfort for disabled users (both pedestrians and cyclists). They should be used sparingly and only in response to site-specific problems that cannot be addressed in another way.

8.3 Access controls

8.3.1 Access controls can reduce the usability of a route by all cyclists, and may exclude some disabled people and others riding nonstandard cycles. There should therefore be a general presumption against the use of access controls unless there is a persistent and significant problem of antisocial moped or motorcycle access that cannot be controlled through periodic policing.

8.3.2 Access controls that require the cyclist to dismount or cannot accommodate the cycle design vehicle are not inclusive and should not be used.

8.3.3 Access controls should not be required simply to control cyclists on the approach to a road or footway crossing. It will normally be sufficient to provide good sightlines and road markings so that cyclists clearly understand the need to take care and give way to pedestrians and other traffic at such points.

8.3.4 Chicane barriers cannot be used by people on tandems, tricycles, cargo bikes and people with child trailers. They may also be inaccessible to some types of wheelchair and mobility scooter. An access control that requires cyclists to dismount will exclude hand cyclists and others who cannot easily walk. Barriers fitted with plates that are designed to be narrower than motorcycle handlebars will also leave a gap that is narrower than many larger cycles. This will require cyclists to stop and

Figure 8.2: Off-highway sign with symbols illustrating permitted users, Lake District National Park



37 Guidance on the Use of Tactile Paving Surfaces, published by DfT

put a foot down to pass through, which can be difficult when carrying children or heavy luggage.

8.3.5 An alternative method is to provide bollards at a minimum of 1.5m spacing, which allows users to approach in a straight line whilst permitting all types of cycle and mobility scooter to gain access. If access is required by wider maintenance vehicles, a lockable bollard can be used (see Figure 8.3).

8.3.6 Bollards and barriers should contrast with the background and may be fitted with retroreflective material to ensure they can easily be seen in all conditions.

Figure 8.3: Simple removable bollard on cycle track, Scottish Borders



8.3.7 Where it is necessary to control the movement of livestock a cattle grid should be used, in preference to a gate which will cause delay to cyclists. Experience in Cambridge showed that a cattle grid with closely-spaced (100mm) threaded rod bars can be crossed by cycles without undue difficulty (see Figure 8.4).

Figure 8.4: Cattle grid access control, Cambridge



8.4 Junctions on cycle tracks off-highway

8.4.1 Where a cycle track meets another cycle track, it may require some indication of priority, depending on the level of use. Give-way markings are prescribed in TSRGD at a suitable size for use on for cycle tracks within the highway and can also be used at junctions on tracks off the highway. Centre line markings may also be required to help remind cyclists to stay on the left side when turning but can generally be omitted on cycle tracks away from highways. Centre line markings are generally recommended on two-way cycle tracks alongside highways – see Section 6.2 in Chapter 6.

8.4.2 Visibility splay requirements and corner radii for junctions where cycle tracks meet should be provided based on the criteria given in Chapter 5.

8.4.3 An off-highway cycle track will often need to cross a footway at the junction with a carriageway. As with side roads, designers may opt to give priority either to the footway or to the cycle track depending on the relative levels of use.

8.4.4 The footway may continue across the junction as a 'blended footway' with a give-way marking on the cycle track, or the cycle track can be continued through the footway. Appropriate tactile paving such as the blister paving seen in Figure 8.5, should be installed to alert disabled people to the presence of the cycle track.³⁸ Where it is considered necessary to provide pedestrians with legal priority across the cycle track a zebra crossing may be used.

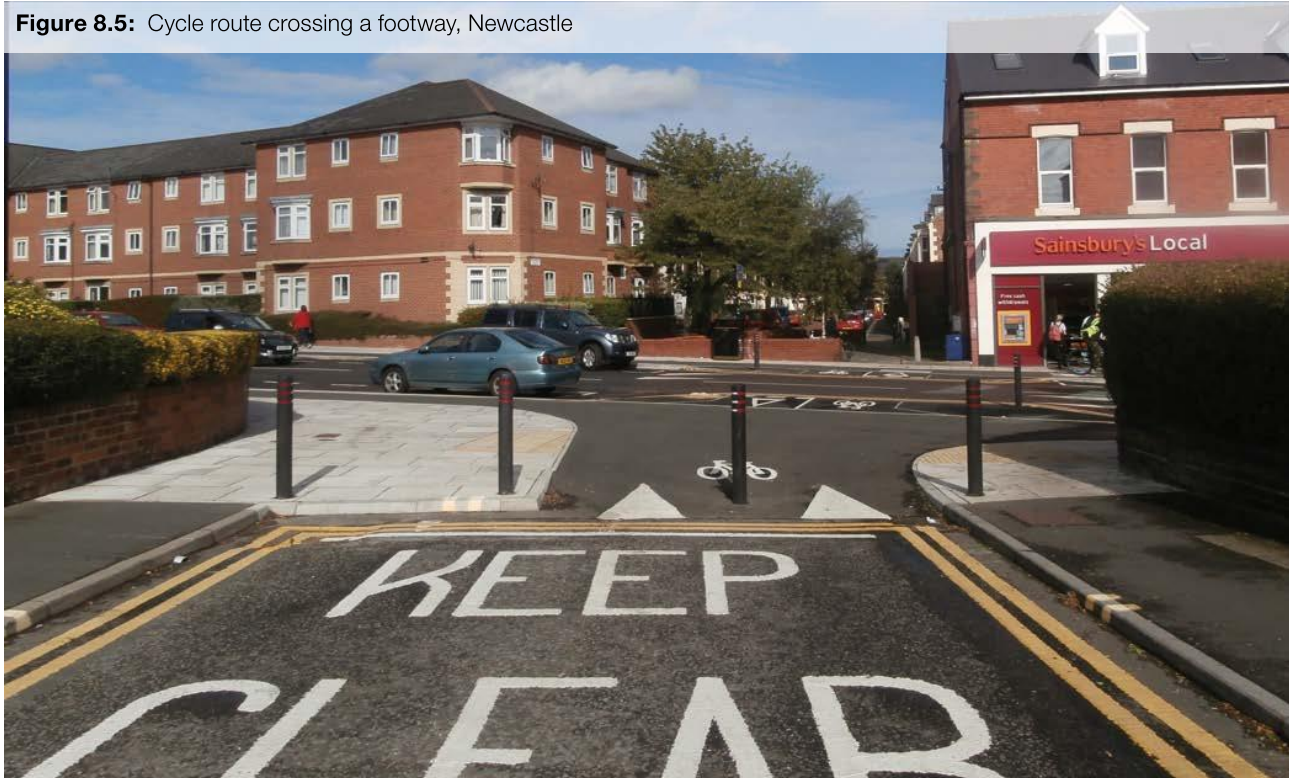
8.5 Appropriate surface materials

8.5.1 Surface quality affects the comfort and effort required when cycling. Loose surfaces such as gravel or mud make cycling more difficult and can also present a skidding hazard, increase the risk of punctures and make cycles and clothing dirty in bad weather. Cyclists are also affected by ruts and potholes that can throw them off balance and cause loss of control.

8.5.2 Smooth, sealed solid surfaces, such as asphalt or macadam, offer the best conditions for everyday cycling. Cycle routes within the highway should meet at least local minimum standards of construction. Routes away from the highway should also be smooth

³⁸ Guidance on the use of tactile paving, DfT

Figure 8.5: Cycle route crossing a footway, Newcastle



and well-maintained to ensure they play a useful role in the cycle network.

8.5.3 Good quality machine-laid surfaces are of benefit to all cycle users. Smooth surfaces also offer greater accessibility and safety for other potential users such as wheelchair users, mobility scooter users and visually impaired people.

8.5.4 Sealed surfaces should normally be provided within towns, cities and villages and on utility routes from the immediate hinterland. This might include rural cycle routes between villages, for example where pupils might be expected to travel to school.

8.5.5 Outside built-up areas, treatments such as crushed stone have often been applied to off-highway routes for aesthetic, heritage or nature conservation reasons. These treatments are a cost-effective way to create lengthy off-road links, but require more frequent maintenance if they are to avoid becoming uneven and muddy. However, they will generally be unusable by wheelchair users and anyone on smaller wheeled cycles, including small children. Where there is a need to avoid the use of black asphalt, consideration should also be given to other forms of sealed surface such as resin-bound stone.

8.6 Construction details

8.6.1 Traffic free routes require proper construction of each element to ensure that they remain safe and attractive to all users. The elements below are covered in Chapter 15.

- ▶ Formation and sub-base.
- ▶ Surfaces.
- ▶ Edges and verges.
- ▶ Ecology.
- ▶ Drainage.
- ▶ Ancillary works such as lighting, fencing, access controls and landscape features.

8.6.2 More detailed information on the detailed design and construction of traffic free routes is available from Sustrans.³⁹

³⁹ Traffic free routes design guide, Sustrans, 2019

8.7 Lighting

8.7.1 In urban areas, highway standard street lighting may be appropriate for off-carriageway routes and will assist in offering a good degree of personal security. Energy consumption and impact on wildlife can be reduced if the lighting is switched off between midnight and 5am when there is unlikely to be much use. Lighting can also be operated by detectors which are triggered by the presence of cyclists and pedestrians.

8.7.2 Low level lighting on bollards or solar LED studs can also be used and will offer some improvement in social safety. Solar lights should not be placed in areas where the tree canopy or adjacent buildings will significantly obscure daylight, although most will work where there is partial shading. The manufacturer's instructions will provide advice on exact requirements for each product.

8.7.3 Further guidance on the design of lighting for off-highway cycle routes is available from Sustrans.

8.8 Maintenance

8.8.1 Traffic free routes quickly become unattractive or unusable when littered with broken glass or dumped refuse and should be included in routine cleansing operations.

8.8.2 Autumn leaf-fall and subsequent leaf mould can be slippery and hazardous if not cleared. Unlike highways, there is no natural sweeping effect from the passage of cyclists and pedestrians. Where a traffic free route forms part of the local cycle network for utility trips it should be prioritised for snow and ice clearance (see Chapter 15).