

A429 Coventry Road Cycle Route Scheme:

Summary of engagement with residents, stakeholders and wider community.

1. Background to scheme

In 2018/19, Traffic and Road Safety Group commissioned feasibility and outline design work on a cycle safety scheme on the A429 Coventry Road in Warwick as part of the County Council's Casualty Reduction programme. The A429 Coventry Road in Warwick had been identified as experiencing a number of collisions involving cyclists and therefore a sum of Casualty Reduction Scheme funding was allocated towards development of a scheme to address this issue.

A preliminary design for a scheme to improve safety for cyclists on this corridor was developed, creating a cycling link between the Spinney Hill roundabout and St Johns, along the A429 Coventry Road. This would provide an extension of the existing cycle track along the A429 Coventry Road coming from Kenilworth and Leek Wootton (which also forms part of National Cycle Route 52) into Warwick. The preliminary design created a route that is segregated from vehicular traffic that would also provide links into Woodloes Park and creating a much improved route for cyclists traveling into and out of Warwick.

There was a shortfall of Casualty Reduction Scheme funding to progress the scheme to delivery. In August 2020, WCC was awarded funding from the Getting Building Fund through the Coventry and Warwickshire LEP for a package of new and improved cycle links in Warwickshire to be constructed by March 2022. The A429 Coventry Road scheme was included within this package of schemes.

2. Scheme description

The proposed scheme will provide a 1.15km connection between an existing cycle route already in place on the A429 Coventry Road (north of the Spinney Hill roundabout) and St Johns, which is undergoing feasibility work for vehicle capacity and walking and cycling improvements. The A429 Coventry Road route will form an important cycling link from Kenilworth to Warwick, linking in to future schemes in Warwick town centre and to Leamington Spa via the Emscote Road Sustainable Movement Corridor. There is currently no cycling infrastructure for cyclists along the A429 Coventry Road from the Spinney Hill roundabout, compromising cycle safety. This scheme will generate an increase in cycle journeys to the town centre, local schools and other local destinations.

The proposed scheme is based on provision of a 3-metre-wide shared use footway / cycleway on A429 Coventry Road, achieved by reallocating road space and routing along an informal path that exists between residential properties on the Woodloes estate and the A429 Coventry Road itself, taking cyclists away from a fast-moving section of the road, avoiding a fast descent from Guys Cross Park Road which also includes a busy BP fuel station. Equally, the existing on-road cycling journey towards Warwick on the A429 Coventry Road requires cyclists to be confident and strong cyclists in order to negotiate the long ascent from Spinney Hill to Guys Cross Park Road.

The scheme is based on the initial feasibility and design work which was carried out in 2018/19 and has since been reviewed against LTN 1/20 to achieve some priority for cyclists along the route, which has been subject to funding availability.

The scheme will also include the installation of two parallel crossings across both arms of Guys Cross Park road, a toucan crossing and an upgraded puffin crossing which will also become a toucan. Guys Cross Park Road junction with Coventry Road will be reconfigured to prohibit the right turn onto Coventry Road which will allow the junction crossing to be narrowed and prioritise crossings for pedestrians and cyclists.

3. Engagement with local residents, stakeholders and the wider community

Informal engagement with residents along the route began on 6th October. Letters were sent to 182 properties along the route of the scheme and the following stakeholders were also sent information and plans:

- Warwick District Council
- Warwick Town Council
- Cycleways
- Sustrans
- Warwickshire Police
- Aylesford School
- Newburgh School
- Guide Dogs
- Warwickshire Association for the Blind

Residents, stakeholders and the wider public were guided to a dedicated web page for further information and to view plans for the scheme.

Local views

Active travel improvements along the A429 Coventry Road have been highlighted as a priority by local environmental groups, for example in the Visionary Cycle Network for Warwick District (developed by Cycleways, in conjunction with Clean Air for Leamington Spa and Clean Air Warwick). <https://cycleways.org.uk/manifesto/>

In the Summer of 2021, an interactive map and survey on the 'Commonplace' online platform, attracted over 2,000 responses including the following comments relevant to the specific scheme area of the Coventry Road in Warwick:

| Comment | Section | No. of agreements |
|--|---|-------------------|
| <i>People walking from the train station and north parts of Warwick going into town have an awkward run across the entrance of Station Road car park. It's particularly difficult in the wet, many near misses. Not a great welcome to Warwick for visitors</i> | Coventry Road (Station Road entrance to rail station) | 7 |
| <i>Pavement here is up to 2 cars wide (!!!) - but yet there's no cycle lane nor shared path - seems like a bit of a mess, but an easy win to either integrate a cycle lane or at least make this a shared path (it's uphill so makes sense to have the bikes off the road)</i> | Coventry Road (Between Lakin Road and Guys Cross Park Road) | 8 |
| <i>It's great that there is a dedicated cycle crossing here with clear signage for drivers to keep the crossing clear. However once over the crossing towards the station, the cycle path & signage for cyclists stops and it's really not clear where to go</i> | Guy Street modal filter onto Coventry Road | 3 |

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| <i>Regular trimming of vegetation and sweeping of the path surface would assist and encourage all cyclist to use this path</i> | Coventry Road | 3 |
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4. Engagement response

A total of 21 responses were received during the above engagement process. 14 responses were from residents who live on the proposed route, with a further 4 from residents in the wider community. 3 stakeholders (local cycle forum, a local business and the local District Councillor) also gave valuable feedback. The table below provides details of the respondents and whether they are supportive of the scheme.

| Type of respondent | Number of responses | Support proposals* | Do not support proposals | Not stated if support / do not support |
|--|---------------------|--------------------|--------------------------|--|
| Huddison Close | 3 | | 2 | 1 |
| Hayle Avenue | 2 | 1 | 1 | |
| Townsend Close | 2 | 1 | 1 | |
| Coventry Road | 4 | 3 | 1 | |
| Beechcliffe | 1 | 1 | | |
| Brese Avenue | 2 | 1 | | 1 |
| Not stated (local resident or wider community) | 4 | 4 | | |
| Stakeholders | 3 | 3 | | |
| TOTAL | 21 | 14 | 5 | 2 |

** Includes responses which were supportive in principle of new cycle route but had concerns about the design / suggestions for design changes (see below).*

5. Feedback received and WCC response

The feedback received during the engagement process is listed in the table below, together with a response from Transport Planning / Engineering Design Services and details of any amendments which will be made to the design to reflect the feedback received.

| Feedback | Frequency of response | WCC response |
|---|-----------------------|--------------|
| No objection / supportive with no design feedback | | n/a |
| Supportive but with design feedback / | | n/a |

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| concerns (included below) | | |
| Shared use by cyclists and pedestrians not safe / attractive / LTN 1/20 compliant | | <p>Local Transport Note 1/20 Cycling Infrastructure Design recommends that conversion of footways to shared use should be regarded a last resort in urban areas. However, it states that shared use may be appropriate in some situations, if well-designed and implemented (see 6.5.6).</p> <p>A429 Coventry Road is a suburban street which does not have the same levels of pedestrian use compared to more central urban areas. The proposed scheme involves reallocating some road space and converting the existing footway to a shared footway/cycleway, thereby providing the additional width required for both users. The scheme will provide a 3-metre-wide shared use path, which LTN1/20 states can cater for flows of up to 300 cyclists per hour. Peak hour cycle usage is not expected to exceed this figure.</p> <p>It is anticipated that confident, experienced cyclists may continue to use the carriageway on A429 Coventry Road. The shared use facility will provide a traffic-free option which is likely to be most attractive to less confident / less experienced cyclists, families and children. These types of cyclists generally place more emphasis on safety than speed. The route will be well signed to ensure all users are aware that it is a shared facility and therefore to anticipate both pedestrians and cyclists.</p> <p>The feasibility of an alternative option for a segregated cycle track was investigated but has not been progressed for the reasons outlined below.</p> <p>Shared use is considered a deliverable option (with the funding available) to cater for cyclists who are not confident using the carriageway in this location. The scheme has been subject to an independent Road Safety Audit which did not raise concerns on this issue. Some cycling on the footway is currently observed to take place, due to the fact that there is no cycling infrastructure in place on the Coventry Road, with limited locations to cross the canal safely. This scheme will provide the additional width needed to enable cyclists and pedestrians to share the path.</p> |
| Segregated cycle track should be provided (either by reallocating grass verge / road space) | | <p>A review of the initial scheme design was undertaken in spring 2021, following the publication of new cycling infrastructure design guidance, Local Transport Note 1/20 'Cycling Infrastructure Design'. LTN1/20 sets out a</p> |

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| | | <p>range of design recommendations to provide high quality infrastructure for cyclists, with greater emphasis on segregation between pedestrians, cyclists and motor vehicles on busy urban streets. The review sought to establish whether a segregated cycle track adjacent to the existing footway was feasible on Coventry Road. The costs for providing the segregated cycle track exceeded the available budget for this scheme, and the amount of private driveway access points along some of the route made this option unfeasible. For these reasons, it was decided to progress the original design for a shared use footway / cycleway on the western side of Coventry Road. This decision was based on deliverability but also considered a range of other factors, including access points, adjoining side roads and the level of pedestrian / cycle use, the type of cycle users and visibility.</p> |
| Cyclists should have priority at side roads / ensure cyclist don't have to keep stopping | | <p>Following some additional funding that was added to this scheme, priority crossings have now been included on Rowan Drive and Station Road, as well as new parallel crossings across both arms of Guys Cross Park Road.</p> |
| Scheme is unnecessary / not good use of funding / other routes are more important | | <p>The scheme was initially developed as a response to the recorded collisions involving cyclists on the A429. The scheme provides a connection between the existing cycle route on A429 Coventry Road and St Johns, enabling cyclists to travel into Warwick town centre using a segregated route. The scheme will also support journeys to school and recreational cycling via National Cycle Network route 41 towards Leamington Spa. The scheme forms part of WCC's cycle network development programme, aimed at encouraging more cycling to help reduce carbon emissions, improve air quality, reduce congestion, support physical activity and meet a range of wider objectives.</p> |
| Concern about visibility of/from driveways | | <p>A Road Safety Audit has been carried out on the scheme and accepted that no alterations to the design were required to improve visibility from driveways along the length of the scheme. The provision of a wider path will provide more space for all users and raise awareness of cyclists amongst motorists. The Highway Code states that motorists should not reverse out of driveways onto a public road and therefore residents should be driving forwards out of their driveways. A further Road Safety Audit will be carried out when the scheme has been delivered.</p> |
| Concern about impact on parking/turning heads outside property | | <p>The cycle route will use land which forms part of the public highway, which is able to accommodate cyclists. The provision of additional walking, cycling and wheeling facilities will support sustainable and active travel journeys, making effective use of the public</p> |

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| | | highway. Vehicles should not be parked on any footway / cycleway or the highway verge. As above, residents should be driving forwards out of their driveways with caution. |
| Concern about tree/vegetation removal | | Any vegetation removal will be minimal, and only to improve the safety of users using the route. The relevant ecology studies have been being completed. |
| Concern about lighting columns being installed on the informal path | | The provision of any lighting along this section of the proposed route is being reviewed as part of the design process. Any additional lighting needs will consider the needs of the residents who live close to the route and will aim to avoid any lighting overspill. Bat friendly options have also been considered. |
| Anti-Social behaviour /security along the section behind Townsend Close and Phillippes Road houses | | Formalising the well-used route behind Townsend Close and Phillippes Road may include additional lighting at any intersections with footways, to improve visibility of users. The provision of a new surface and better access may actually reduce any existing ant-social behaviour. |
| Continuation of cycle route along the informal path | | The proposed route will connect cyclists to the existing informal path, from Hayle Avenue. This is to avoid any tree removal and to create an additional link to the route from the Woodloes estate. |
| Safety of cyclists joining the road at Spinney Hill/Hayle Avenue | | All dropped kerbs provided for use by cyclists or pedestrians will be flush in accordance with cycling infrastructure design guidance. |
| Speed of cyclists descending Coventry Road | | The section of route that descends towards Lakin road from Guys Cross Park Road, will be a segregated cycle track, designed to allocate specific space for cyclists. This will formalise what already occurs along this route, with relevant measures considered to slow cyclists where and if it is deemed appropriate. The scheme has already been audited by the Road Safety team, and no physical infrastructure will be placed on the route. |
| Poor drainage at Station Road junction | | This has been reviewed and designs will consider drainage improvements. |
| Missing link to rear of station | | A formalised route to the rear of the rail station may be progressed as a later time. |
| Widening A429 Coventry Road from the roundabout to canal bridge (instead of routing behind the treeline) | | The scheme was initially developed as a response to the recorded collisions involving cyclists on the A429. As part of the design process, a safe cycling route along the A429 Coventry Road, between the Spinney Hill roundabout and the canal bridge was explored, using the existing footway on the western side. The land levels and vegetation removal required to achieve a 3m shared use route that could accommodate pedestrians and cyclists was not feasible, and so the alternate route through the residential area is preferred. |
| Continuation of route into St Johns is non-existent | | As part of the proposed Warwick Town Centre improvements, St Johns will undergo changes to the junction that will improve connectivity and enhance |

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| | | links to the town centre. This scheme will link into St Johns. |
| Waste/recycling bins on Coventry Road | | Not within scope of scheme. |