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WARWICKSHIRE COUNTY COUNCIL

CYCLE TRACKS ACT 1984

CONVERSION OF A FOOTPATH TO A SHARED USE FOOTWAY AND CYCLE TRACK

THE WARWICKSHIRE COUNTY COUNCIL
(A429 COVENTRY ROAD, TOWNSEND CLOSE, PHILLIPPES ROAD
AND HUDDISON CLOSE, WARWICK)
CYCLE TRACK ORDER 2022

The 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 drawings annexed hereto and numbered 9.2-A429—063-033

- 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 (A429 Coventry Road, Townsend Close, Phillippes Road and Huddison Close, Warwick) Cycle Track Order 2022" 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 informal path as shown coloured orange on the plan attached to the Order, which extends from point A (at its junction with the new cycle track that links to A429 Coventry Road, Warwick), northwards for approximately 200 metres to point B (at its link onto Hayle Avenue), and from point C (at the northernmost end of Huddison Close) northwards to point D on the plan (at its link to the shared use footway/cycleway on Primrose Hill), and having a width of generally 3 metres as indicated on the plan.

GIVEN under the Seal of the Warwickshire County Council the 8th day of December 2022

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

Designated Authorised Officer

Print Name

[Handwritten Signature]
.....
JACK CANTWELL
.....



DATED 8 December 2022

WARWICKSHIRE COUNTY COUNCIL

CYCLE TRACKS ACT 1984

THE WARWICKSHIRE COUNTY COUNCIL
(A429 COVENTRY ROAD, TOWNSEND CLOSE,
PHILLIPES ROAD AND
HUDDISON CLOSE, WARWICK)
CYCLE TRACK ORDER 2022

Ref: E55575/LA

The Warwickshire County Council, in exercise of its powers under section 3(3) of the Cycle Tracks Act 1984, hereby confirms “The Warwickshire County Council (A429 Coventry Road, Townsend Close, Phillippes Road and Huddison Close, Warwick) Cycle Track Order 2022” as unopposed.

•

GIVEN under the Seal of the Warwickshire County Council the day of 2023

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


Authorised Officer

.....

Print Name

.....

NOTES



REV	DRN AMENDMENT	DATE

Warwickshire County Council
Engineering Design Services

Engineering Design Services
 Environment Services, Communities
 Shire Hall Post Room
 Warwick
 CV34 4SP
 Tel : 01926 410410
 Web : www.warwickshire.gov.uk

PROJECT
A429 - Coventry Road
 Warwick, Provision of Cycle Route

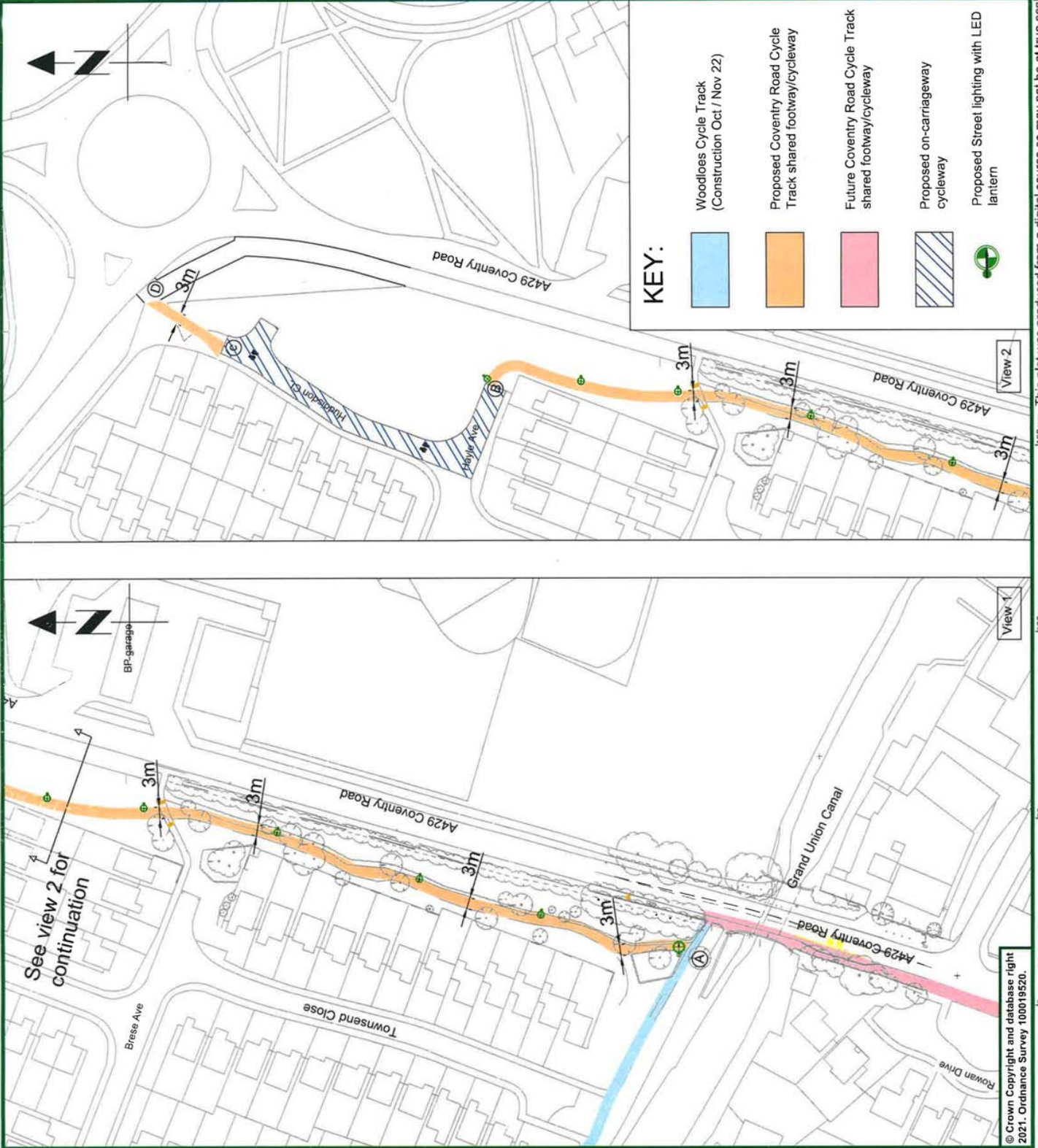
TITLE
Cycle Track Order Plan
 Purpose of Drawing: Consultation

Drn	AB	CK'd	CM	App'd	CM
Date	20-10-22	Date	27-10-22	Date	27-10-22

Status
Approved (Level 3)

Scale
1:1000 Sheet size
A3

DRG. NO.
9.2-A429--063-033 Rev. -



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Warwickshire County Council

CYCLE TRACK ACT 1984

THE WARWICKSHIRE COUNTY COUNCIL (A429 COVENTRY ROAD, TOWNSEND CLOSE, PHILLIPES ROAD AND HUDDISON CLOSE, WARWICK) CYCLE TRACK ORDER 2022

The above order was made on 8th December 2022. The Order concerns part of the A429 Coventry Road cycle scheme, which is a new cycle route being delivered with funding from the Department for Transport's 'Getting Building Fund', Sustrans' 'Cycle Rail Grant' and Warwickshire County Council's 'Casualty Reduction Scheme'.

1. Background

The A429 Coventry Road cycle scheme was identified as a high priority by the 2018 member led Task and Finish Group on cycling infrastructure for Warwickshire. During 2018/19 the Traffic and Road Safety Group allocated Casualty Reduction funding to the Coventry Road cycle scheme and commissioned feasibility and outline design work in response to the number of collisions involving cyclists. At this time there was insufficient funding to progress the scheme to delivery and consequently, work was paused.

In August 2020 the County Council was awarded funding from the Government's 'Getting Building Fund' through Coventry and Warwickshire LEP to deliver a package of priority cycling schemes including the A429 Coventry Road route. The funding bid was supported by Warwick Town Council and Warwick District Council. In January 2021 the Leader of the Council approved acceptance of the Getting Building Fund grant and the addition of the funding to the capital programme. In 2022, the County Council secured additional funding to further enhance the scheme from the Government's Cycle Rail Routes to Station Fund administered by Sustrans. The purpose of using this fund is to improve cycle routes to National Rail stations and increase rail passengers or help existing passengers to switch from car use to cycle.

The A429 Coventry Road cycle scheme has been designed using Local Transport Note 1/20: Cycle Infrastructure Design. This guidance provides a recommended basis for the five overarching design principles which represent the essential requirements to achieve more people travelling by cycle or on foot and they are **coherent, direct, safe, comfortable** and **attractive**. There is now an expectation that local authorities will demonstrate that they have given due consideration to this guidance when designing new cycling schemes and, in particular, when applying for Government funding that includes cycling infrastructure.

2. Statement of Reasons

Warwickshire County Council is proposing, pursuant to section 3 of the Cycle Tracks Act and the Cycle Tracks Regulations 1984, to convert an existing urban footpath behind the houses of Townsend Close, Phillippes Road and at the northernmost section of Huddison Close, to a shared use footway and cycleway for use by pedestrians, cyclists, and wheelers (including mobility scooters and pushchairs).

Under the Cycle Tracks Act 1984, Warwickshire County Council as the Highway Authority is seeking designate the footpath for which they are the highway authority, as a cycle track. Any footpath which forms part of the highway, whether or not surfaced or maintained by the Highway Authority, is a footpath for the purposes of the Cycle Track Act and should be converted by its application.

The scheme will involve widening and surfacing of the existing urban footpath that is well used by pedestrians and cyclists, to a minimum width of 3 metres to allow conversion to shared use footways / cycle tracks, as set out in Local Transport Note 1/20: Cycle Infrastructure Design. This alignment is preferred because it already functions as a desire line for active travel movements, which the County Council are looking to formalise.

3. Schedule

Schedule 1

A cycle track will be created across open space between Primrose Hill and Huddison Close.

Schedule 2

A 200 metre section of shared use cycleway / footway between the eastern end of Hayle Avenue and the Grand Union canal on the alignment of an informal path on highway land set back from the A429 Coventry Road. To enable the path to be widened, two mature trees will need to be removed, which has been approved by the local tree officer.

Dated: 23rd June 2023

WARWICKSHIRE COUNTY COUNCIL**CYCLE TRACKS ACT 1984****CONVERSION OF A FOOTPATH TO A SHARED USE FOOTWAY AND CYCLE TRACK****THE WARWICKSHIRE COUNTY COUNCIL
(A429 COVENTRY ROAD, TOWNSEND CLOSE, PHILLIPES ROAD AND HUDDISON
CLOSE, WARWICK)
CYCLE TRACK ORDER 2022**

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 Schedule below, into a shared use footway / 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/news/20210/warwick-district> and at Shire Hall, Market Place, Warwick.

Any enquiries relating to the Order may be made to Daniel Morris, Transport & Highways, Communities, Warwickshire County Council (telephone number: 01926 412529). Any representations relating to this proposal, which must be in writing and specify the grounds on which they are made, should be sent via email to tpu@warwickshire.gov.uk titled "A429 Coventry Road" as the subject header) or addressed to Daniel Morris, Transport & Highways, Communities, The Post Room – Shire Hall, Northgate Street, Warwick, CV34 4RL (Representations, and the name of the 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 13 January 2023.

SCHEDULE

That section of informal path as shown coloured orange on the plan attached to the Order, which extends from point A (at its junction with the new cycle track that links to A429 Coventry Road, Warwick), northwards for approximately 200 metres to point B (at its link onto Hayle Avenue) , and from point C (at the northernmost end of Huddison Close) northwards to point D on the plan (at its link to the shared use footway/cycleway on Primrose Hill), and having a width of generally 3 metres as indicated on the plan.

S Duxbury
Assistant Director Governance & Policy
Shire Hall, Warwick
15th December 2022

6th January 2023

26, Hayle Avenue
Warwick,
CV34 5TW

(A429 Coventry Road, Townseld Close, Phillipps Road and
Huddisdon Close, Warwick) Cycle Track Order 2022

I am writing to object strongly to the 'proposed on-comingway
cycleway along Huddisdon Close and part of Hayle Avenue':

- 1) The proposed cycleway is excessive, covering all of the road surface. This will be very problematic for parking (visitors/houses with multiple cars), deliveries, workmen vehicles. The shaded footway/cycleway appears less than that.
- 2) 30, Hayle Avenue already has no parking availability in front of the house or 8 & 9 Huddisdon Close. Use is made of the cul de sac end of Hayle Avenue on a regular basis and also the turning/parking availability at the end of Huddisdon Close. Why would the latter need to be part of the proposal too.
- 3) The proposal would lead to the footpath being utilised/blocked to the detriment of pedestrians, pushchairs, mobility scooters by people parking on it.
- 4) The cycleway already set up on the A429 passing the Saxon Mills is used very little by cyclists who very often elect to remain cycling along the road. How much will this cycleway be used?
- 5) I question how it is proposed to allow safe crossing across the Coventry Road and access any cycleway from Spinney Hill. The current crossing stands alone between the m+s Garage and the Woodlens roundabout.
- 6) If it is possible and acceptable to have a track alongside the head of Townseld Close then surely it is right and proper for that to be extended parallel to the Coventry Road by the perimeter fence to the Woodlens roundabout. An informal track is already clearly visible and indicates the preferred route used on a regular and irregular basis. This would lessen the impact on the residents/council taxpayers alongside the proposed route, and be far more acceptable.

Jean Bridgman

From: SOPHIE KITCHEN
Sent: 11 January 2023 09:57
To: tpu mailbox
Cc: Oliver.Jacques@warwickdc.gov.uk; Moira-Ann Grainger;
Jody.Tracey@warwickdc.gov.uk
Subject: A429 Coventry Road

Dear Mr Morris,

We wish to object to your proposal to construct a section of the A429 Coventry Road Cycle Route, between Hayle Avenue and the Grand Union Canal, within a wooded green space at the rear of my property in Townesend Close, on Woodloes Park.

Woodloes Park, as WDC comment in a recent Planning application refusal, is *“an attractive open plan residential estate characterised by a network of green space and tree cover which gives the estate an open pleasant character. The network of greenspace in this residential area is important to its character.”* The wooded green area at the rear of my property, where you propose to construct this Cycle Path, forms an important and integral part of this network of green space, which is indeed treasured by the residents of Woodloes Park, particularly those overlooking this area from the rear of their properties in Townesend Close.

Your proposal states that a *“A 200m section of shared use cycleway/footway will be constructed between the eastern end of Hayle Avenue and the Grand Union Canal on the alignment of an **informal path on highway land** set back from Coventry Road”*. In relation to this statement, we would raise the following points:

- a) We were informed by WDC & WCC in 2019, when we trying to establish who was responsible for failing to properly maintain the trees on this land, that it is not designated as “highway land”, and falls outside the designated Highway Boundary. It is our understanding that this land is covenanted green space, resulting from a planning requirement placed on the estate developers to incorporate green space. Could you please provide documentary evidence that this land is indeed “highway land”, and is actually owned by WDC or WCC, and that you have the right to build on this land?
- b) There is no formal Public Right of Way through this wooded green space which is used only on an “informal basis” by dog walkers. The Public Right of Way that exists is along Coventry Road footway which would actually seem to be the most appropriate location for such a Cycle Path.

Construction of a 3m wide paved cycle path within this wooded green space at the rear of our property will have an adverse impact on the amenity of our property and other neighbouring residential dwellings, contrary to Policy BE3 of the Warwick District Council Local Plan, for the following reasons:

- 1) The position of the numerous trees within this green space means that the cycle path cannot be constructed to a width of 3m without the destruction of trees and shrubbery. These trees and shrubs provide a visual and noise screen to both traffic on the Coventry Road and also to the new Montague Point housing estate, where we note the Council has actually allowed the destruction of trees, hedges, and shrubs that were shown to be retained in the estate proposals.
- 2) The destruction of trees and shrubs resulting from the proposed development, and the consequent loss of natural habitats that flourish throughout the estate, will inevitably cause significant harm to biodiversity in this area. This situation could also be mitigated by adopting an alternative route on Coventry Road.
- 3) We note that it is proposed to install street lights on the new cycle path. Such street lighting will illuminate the rear of our property, disturb our sleep, adversely impact on any remaining wildlife in the area, and cause other negative impacts associated with light pollution.
- 4) The construction of a 3m paved cycle way will result in increased surface water flood risk for this area and our properties, in a location where surface water flood risk has previously been identified. Could you please advise

on what flood assessments have been carried out and the mitigation measures, such as porous surfacing, that are proposed.

- 5) The cycle path will inevitably expose our property and others on the route to a much greater risk of vandalism and hooliganism from the pedestrian and cycle traffic using this route.

In conclusion, we reiterate that we object to the proposed construction of a cycle path at the rear of our property in Townesend Close because, contrary to Policy BE3 of the Warwick District Local Plan, the development will result in an adverse impact on the amenity of our property and other neighbouring residential dwellings and significantly impact the amenity of existing and future occupiers.

In addition, the development will result in harm to the character and appearance of the area, through the loss of greenspace, and conflicts with Policy BE1 of the Warwick District Local Plan (2017) which seeks to ensure development positively contributes to the character and quality of the environment through good layout and design with particular regard to harmonising with or enhancing the existing settlement.

We look forward to hearing from you.

Yours sincerely

Sophie and Ashley Kitchen
9 Townesend Close
Warwick
CV34 5TT

Dear Mr Morris,

I have this morning, 20 December 2022, received a letter from yourselves, dated 15 December, concerning a proposal to construct a cycle track within a landscape area at the rear of my property in Townesend Close. I was shocked to receive this communication, since it is the first that I have received from WCC on this proposal. This cycle track will have an adverse impact on my property and, once I have had the opportunity to review the proposals in detail, I will submit a formal objection.

I am surprised at the short time available to submit such objections, i.e. "no later than 13 January", taking account the Christmas holidays and also the likelihood that there will be nobody available from WCC for the majority of this time (i.e. between the 23 December and 3 January), to discuss the proposal or provide any additional information. I would also add that, taking account of the ongoing postal strike, you are acting unreasonably by posting such letters, which in some cases may not arrive in time for residents to have the opportunity to comment.

Furthermore, having looked at your website this morning, this actually states that objections or representations must be received by the 30 December 2022! Could you please clarify this contradictory information.

I look forward to hearing from you.

Yours sincerely

Sophie Kitchen

From: Karen Jones
Sent: 12 January 2023 18:55
To: tpu mailbox
Subject: A429 Coventry Road Objection

Dear Daniel,

Further to our telephone conversation yesterday, I am putting my comments in writing as suggested.

I would like to make known my strong objection for the proposed cycle track order at the back of my property on Townesend Close, Woodloes Park, Warwick.

I have concerns that the lighting for the path that will be used will be disruptive and intrusive to my back garden and the back of my property. I value the darkness at the back of the property especially due to my daughter having a diagnosis of Autism and very high sensory difficulties with lights and certain lighting. We already use blackout blinds and curtains with black out lining, however I fear with increased lights out the back, it will cause distress to her and interrupt her evening/night time routine and needs, thus resulting in a deterioration in her mental health. This will subsequently affect the whole family due to her needs not being met.

Whilst you mentioned the current "informal path" leading to anti-social behavior with empty alcohol cans etc being discarded in the foliage, my family have owned and lived in this property for over 35 years and I can honestly say, there has never been a problem with people hanging around in this area. I am concerned having a formal pathway made here with lighting will increase the chance of individuals spending time hanging around and loitering here, possibly resulting in noise at the back of the property, especially during unsociable hours, and feeling more unsafe knowing people are hanging around in this area.

At the current time, the green foliage during the warmer months creates a natural barrier for noise and the view between my property and the Coventry Road, however, I am sure that if a formal path is made, a certain amount of foliage/bushes/trees will be removed or at the minimum drastically cut back in order to keep the path clear from leaves to provide a safe footpath. If this happens, it will open up my property to increased noise pollution from the Coventry Road behind.

Whilst I understand your comments that you feel people will use this cycle track, I would question has a study been made as to how many people use it currently? It is only my opinion, however, I only see the majority of people walk and cycle up the many local Closes and Roads that open out onto the walk way next to the canal or use the footpath on the Coventry Road, as has always happened.

I strongly believe the proposed path will disrupt wildlife that is already loosing its natural habitat, especially with the housing estate being built off Montague Road area on the opposite side of the Coventry Road. I feel we should be protecting our natural green areas that are still left in order to protect our wildlife and have indeed witnessed many wild birds in this area. I believe in promoting this to be a busier cut through route from people walking and travelling through at speed when you see the way some cyclist ride, the birds and natural wildlife will move away and we will lose this important environment.

I look forward to hearing your comments once the consultation has closed with a view to what happens next.

Yours Faithfully,

Karen Jones
Tel:

Sent from [Mail](#) for Windows

From: roger_rutherford772 < >
Sent: 12 January 2023 17:00
To: tpu mailbox
Subject: A429 Coventry Road

Hello Daniel,

I live at No 8 Huddisdon Close and as per my previous email to you 17.10.21 I am still extremely concerned and strongly object to the proposed shared use cycle path directly outside of my property.

From what I can see on your plan the cycle path / footpath will come up to the edge of our drive, I must then raise the question of how can I get vehicles onto or off of my property safely without driving across the cycle path.

This would be a serious health and safety risk for myself and our vehicles trying to gain access to or leaving our property as well as a serious risk to any cyclists themselves,

I also note that the previously proposed bollard directly opposite the boundary of No 8 & No 9 has now been removed from the latest plan and appreciate that you had taken my previous points into consideration.

This is a narrow road with a sharp bend onto Hayle avenue and can be busy with residents, visitors and frequent deliveries, I have concerns for the health and safety of any cyclists using the road as a shared use cycle path.

During the 17 years I have lived here pedestrians and cyclists travel from the roundabout across the grass directly down to and behind No 30 Hayle Avenue, I appreciate you cannot accommodate the 3m width at the point of the turning bay and when I last wrote to you I suggested an alternative and better solution for all concerned, in as much as why couldn't you widen the existing pathway from the roundabout along to the pedestrian crossing on the A429 Coventry Road and then cut inside the fence onto the grass adjacent to Huddisdon Close which could then link up with the current well trodden path that cyclists and pedestrians currently use.

Over this winter a large tree fell and blocked the A429 and a number of other trees were cut down right on the pedestrian crossing, so when you walk from the roundabout along the A429 this now looks an even better practical solution,

I noticed that last week surveyors spent a lot of time surveying outside of our drive and on the A429 as mentioned above, so I trust that you will give this option some serious consideration

As I previously said this would also be a benefit to any cyclists coming from Spinney Hill or Montague Road, they could safely cross the road at the pedestrian crossing and go straight onto the cycle path. This would ensure that all cyclists from whichever direction they come from or are going to, would be able to use a safe and effective cycle route.

I think all of us that are directly affected would greatly appreciate a constructive site meeting with yourselves and look forward to hearing back from you on this.

I would also like to point out that our neighbours at No 9 Huddisdon Close have been away on holiday since early December and have not yet returned, they have only recently moved into the property and as yet will not be aware of the proposed cycle path, or of this Friday's deadline to object, I trust you will accept a late submission from them.

Please acknowledge receipt of this email

Roger Rutherford

Sent from my Galaxy

From: RAUL DANIEL ALTES
Sent: 13 January 2023 18:14
To: tpu mailbox
Subject: A429 Coventry Road

My position as owner of CV34 5TP house (number 9) is to reject this project.

Is already difficult to have the footpath clean, with light and free of trash, dog excrements, that now we want to add the cycle way.

That will become more dangerous and more messy with the trash that the ciclist drops in the cycle way.

NO GO for me referring to this project, sorry.

Regards

Daniel Altes

From: Hamza Malik
Sent: 30 January 2023 10:51
To: tpu mailbox
Subject: A429 Coventry Road

Hi,

I have taken ownership of 3 Townesend Cl, Warwick CV34 5TT on 20th January '23 and have come to learn about the plans for A429 Coventry Road, Warwick - Shared Use Cycle Track.

I would like to register my objection please. We are a very young family and I am highly concerned that the proposed cycle track with lighting will result in a loss of privacy for us and we will feel less safe as more people will use the route. With the lighting, for example, people will have a clear view of the 1st floor of our house.

Additionally, the trees that are present between the rear of my house and Coventry Road give us a degree of privacy, which is highly needed. I am concerned that the clearance of these trees to build the cycle track will also result in an additional loss of privacy and will make us feel even less safe.

I hope my objection is taken into consideration.

With regards,
Hamza Malik

From: Daniel Morris
Sent: 13 April 2023 14:02
To: roger_rutherford
Subject: A429 Coventry Road active travel scheme
Attachments: 20230321_123602.jpg; 20230321_123553.jpg; 20230321_123519.jpg

OFFICIAL

Hello Mr Rutherford,

I'm just coming back to you via my own email account, after seeing your email this morning to the Transport Planning inbox.

I'm sorry I haven't been in touch sooner to provide an update on the active travel improvements for the Coventry Road, but we are still looking at options in light of some recent developments which include some feasibility work for installing a traffic light controlled crossing over Primrose Hill. The location of this crossing needs to link the existing National Cycle Network route 52 to our proposed scheme for the route towards Warwick, which may force us to make a change to the alignment. This is not yet confirmed though, and we need to see what our traffic signals team come up with.

I have attached some images that were captured on the day that the engineers went out to mark up the proposed track, which I will ask them to re-do as it would be good to meet out on site as planned so that we can talk some of the concerns through.

Is there a good time for you to meet up one day/evening soon?

Kind regards,

Dan Morris

Senior Transport Planner

Walking, Cycling & Wheeling | Transport Planning

Warwickshire County Council

T: 01926 412529 E: danielmorris@warwickshire.gov.uk

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







From: RAUL DANIEL ALTES < >
Sent: 20 April 2023 10:28
To: Daniel Morris; roger_rutherford772
Subject: RE: [EXTERNAL]A429 Coventry Road active travel scheme

Good morning Dan,

I saw the marks on the ground and if before probably had some doubts, now is crystal clear to me that this project will put in serious risk not only the cyclists, will put in serious danger myself, my family and some of my neighbors.

Why I'm saying this? Because now having a clear vision about the path, doesn't make any sense that for park in my house I need to head face the path and crossover the path to park into my house (nonsense).

Cannot imagine how long do I need to wait to park in my garage over the weekend when the traffic will be super high.

Plenty of space beside Coventry Road to move that path.

Is a NO GO from my side and will carry this decision in all the instances that are necessary.

Kind regards
Daniel Altes

From: Daniel Morris <danielmorris@warwickshire.gov.uk>
Sent: Thursday, April 20, 2023 10:14 AM
To: roger_rutherford772 >; RAUL DANIEL ALTES < >
Subject: [EXTERNAL]A429 Coventry Road active travel scheme

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OFFICIAL

Good morning to you both,

Firstly, I hope this email finds you in good health and I apologise that it's taken a little longer than planned to get in touch with you about the cycle track element of our proposed scheme. You will have no doubt seen that our Engineers have been out on site on two occasions to mark out the proposed alignment which has helped us in establishing a few things relating to the scheme.

Chris (our lead engineer) went out to re-mark the cycle track on Tuesday, and I would very much appreciate it if you could take the time to take a look at where is it proposed to be located. It may be too short notice to meet you this evening, but if you wanted to have a good look at the alignment tonight and possibly arrange to meet tomorrow evening, I would be happy to do so. I can of course meet this evening too, but I do not assume that you will have sight of this email in time, so please feel free to come back to me.

It would be very useful to meet with you at some point soon, and I hope we can arrange something to suit.

Kind regards,

Dan Morris

Senior Transport Planner

Walking, Cycling & Wheeling | Transport Planning

Warwickshire County Council

T: 01926 412529 E: danielmorris@warwickshire.gov.uk

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

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From: Daniel Morris
Sent: 21 April 2023 15:45
To: RAUL DANIEL ALTES; roger_rutherford772
Subject: RE: [EXTERNAL]A429 Coventry Road active travel scheme

OFFICIAL

Thanks to you both for providing comments on the scheme.

If there is a day that both of you are available early next week, then I would be more than happy to progress discussions on this proposal. Sadly, an alternative route that stays on the Coventry Road is not feasible at this stage because of the land level issues relating to the ditch alongside the footway, and the way we bring the route back behind the houses of Townsend Close. A shared footway/cycleway alongside the Coventry Road at this location is not desirable, and does not fall in line with the guidance we use to build our cycling infrastructure (Local Transport Note 1/20, Cycling Infrastructure Design Guidance).

Just so that we are clear on the proposed alignment and to make sure you are as well informed as possible, the proposed cycle track will come from Primrose Hill, and create a tarmacked link to the **road** and not to the footpath (as I have read in the email below, highlighted). This will be a very short link to the **road**, where cyclists will join the carriageway and adhere to the rules of the road as users of the road, just like all residents will have to adhere to the rules of the road and the users of the road when leaving their driveways. We are looking to formalise the behaviour that already exists, but providing a surface for cyclists to use and hopefully influence their behaviour when using it.



To ensure the transition from Primrose Hill to Huddison Close encourages cyclists to be aware of movements off driveways, it is our intention to introduce a staggered bollard arrangement at Primrose Hill, with 'SLOW' and give

way lining on the ground to ensure that cyclists are aware they are entering onto a residential road, and do so at low speed.

An example of this can be seen below, which I picked up when riding through Worcester last weekend:

<https://www.google.com/maps/@52.173599,-2.2143743,3a,28.2y,125.84h,88.09t/data=!3m6!1e1!3m4!1s4emCmnp38OX3yrwZHv6YDw!2e0!7i16384!8i8192>

I understand that you both hold objections to this proposed alignment, which will be taken forward to the Secretary of State if unresolved. You have both been extremely helpful with your contributions towards this scheme, and I whilst we look at additional ideas around this area, I would be more than happy to chat with you next week.

Kind regards,

Dan Morris

Senior Transport Planner

Walking, Cycling & Wheeling | Transport Planning

Warwickshire County Council

T: 01926 412529 E: danielmorris@warwickshire.gov.uk

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

From: RAUL DANIEL ALTES <rauldaniel.altet@stellantis.com>

Sent: 20 April 2023 14:05

To: roger_rutherford772 <roger_rutherford772@btinternet.com>; Daniel Morris <danielmorris@warwickshire.gov.uk>

Subject: RE: [EXTERNAL]A429 Coventry Road active travel scheme

I'll be in London tomorrow, back at night.

Weekend ok for me

From: roger_rutherford772 < >

Sent: Thursday, April 20, 2023 1:12 PM

To: RAUL DANIEL ALTES < >; Daniel Morris <danielmorris@warwickshire.gov.uk>

Subject: RE: [EXTERNAL]A429 Coventry Road active travel scheme

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Hello Dan,

The new markings appear bigger than last time, it is only marked on the grass and from memory on the plan it expands **straight across to the footpath** once it joins the tarmac,

I totally agree with Daniel but feel it would still be beneficial to meet onsite tomorrow evening, I will be working from home and available from 16.30, please confirm if you are both available

Regards Roger

Sent from my Galaxy

----- Original message -----

From: RAUL DANIEL ALTES < >
Date: 20/04/2023 10:28 (GMT+00:00)
To: Daniel Morris <danielmorris@warwickshire.gov.uk>, roger_rutherford772
< >
Subject: RE: [EXTERNAL]A429 Coventry Road active travel scheme

Good morning Dan,

I saw the marks on the ground and if before probably had some doubts, now is crystal clear to me that this project will put in serious risk not only the cyclists, will put in serious danger myself, my family and some of my neighbors.

Why I'm saying this? Because now having a clear vision about the path, doesn't make any sense that for park in my house I need to head face the path and crossover the path to park into my house (nonsense).

Cannot imagine how long do I need to wait to park in my garage over the weekend when the traffic will be super high.

Plenty of space beside Coventry Road to move that path.

Is a NO GO from my side and will carry this decision in all the instances that are necessary.

Kind regards

Daniel Altes

From: Daniel Morris <danielmorris@warwickshire.gov.uk>
Sent: Thursday, April 20, 2023 10:14 AM
To: roger_rutherford772 < > >; RAUL DANIEL ALTES
< >
Subject: [EXTERNAL]A429 Coventry Road active travel scheme

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OFFICIAL

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Chris (our lead engineer) went out to re-mark the cycle track on Tuesday, and I would very much appreciate it if you could take the time to take a look at where it is proposed to be located. It may be too short notice to meet you this evening, but if you wanted to have a good look at the alignment tonight and possibly arrange to meet tomorrow evening, I would be happy to do so. I can of course meet this evening too, but I do not assume that you will have sight of this email in time, so please feel free to come back to me.

It would be very useful to meet with you at some point soon, and I hope we can arrange something to suit.

Kind regards,

Dan Morris

Senior Transport Planner

Walking, Cycling & Wheeling | Transport Planning

Warwickshire County Council

T: 01926 412529 E: danielmorris@warwickshire.gov.uk

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

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From: Daniel Morris
Sent: 27 April 2023 14:09
To: roger_rutherford772; RAUL DANIEL ALTES
Cc: Moira-Ann Grainger; Oliver Jacques; Jody Tracey; John Holland
Subject: RE: A429 Coventry Road active travel scheme

OFFICIAL

Good afternoon Roger and Daniel,

Forgive me for not coming back sooner with a potential date to meet with you both. Things have been very busy with progressing with the other elements of this A429 Coventry Road active travel route and there have been some additional things to consider that may have some impacts on this scheme.

We have recently been informed that a local elected member has requested that some feasibility work is carried out on a pedestrian/cycling crossing for Primrose Hill, close to the Spinney Hill roundabout. The installation of a new crossing point would potentially remove the current 'dropped kerb' crossing location and provide a signal controlled crossing of Primrose Hill which the design engineers will locate at a location that meets the needs of people using the crossing, whilst also making sure that traffic stopping at the crossing does so without impacting the vehicle flow of the roundabout. I'll wait to see what comes out of the design process, but it is being delivered separate to the scheme that has been out for public consultation.

I am not sure if a meeting on site is needed any longer, as any changes to the proposed alignment would require a separate consultation and Daniel's objection to the scheme is enough to progress with the Secretary of State public enquiry, which is the correct protocol for this particular legal process.

At this time, can I just say thank you for the input you have given to this scheme. Going forwards, it is likely that *if* the rest of the scheme is approved by the Portfolio Holder for Transport and Planning (for the route between Grand Union Canal to St Johns) I will split this scheme into two phases, so that a cycle route can be provided for people wanting to travel actively into and out of Warwick, whilst continuing with the independent review that forms part of the Secretary of State process.

I hope this update is useful.

Kind regards,

Dan Morris

Senior Transport Planner

Walking, Cycling & Wheeling | Transport Planning

Warwickshire County Council

T: 01926 412529 E: danielmorris@warwickshire.gov.uk

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

From: roger_rutherford772 < >
Sent: 21 April 2023 17:01
To: Daniel Morris <danielmorris@warwickshire.gov.uk>; RAUL DANIEL ALTES < >
Subject: RE: A429 Coventry Road active travel scheme

Hello Dan

I am available to meet Monday, Wednesday or Thursday after 16.30 or Tuesday after 18.00, I am away Friday AM for a long weekend

Regards Roger

Sent from my Galaxy



CYCLE TRACKS ACT 1984**CYCLE TRACKS ACT REGULATIONS 1984****LOCAL PUBLIC INQUIRY****THE WARWICKSHIRE COUNTY COUNCIL****(A429 COVENTRY ROAD, TOWNSEND CLOSE, PHILLIPES ROAD AND HUDDISON CLOSE, WARWICK) CYCLE TRACK ORDER 2022**

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 11 January 2024 and will be held in Warwickshire County Council, Committee Room 2, 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 cycle track:-

That section of informal path as shown coloured orange on the plan attached to the Order, which extends from point A (at its junction with the new cycle track that links to A429 Coventry Road, Warwick), northwards for approximately 200 metres to point B (at its link onto Hayle Avenue), and from point C (at the northernmost end of Huddison Close) northwards to point D on the plan (at its link to the shared use footway/cycleway on Primrose Hill), and having a width of generally 3 metres as indicated on the plan.

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@df.gov.uk, quoting reference NATTRAN/WM/CYCLETRACK/104.

COPIES of the Order and of the plan referred to therein may be inspected free of charge at <https://www.warwickshire.gov.uk/news/20210/warwick-district>

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.



Neil Crass
On behalf of the Department for Transport

A429 Coventry Road Cycle Track Order

Warwickshire County Council Statement

December 2023

I am Dan Morris and I hold the post of Principal Transport Planner within the Transport Planning Group at Warwickshire County Council (WCC).

Objections to the Warwickshire County Council (A429 Coventry Road, Townsend Close, Phillipps Road and Huddison Close, Warwick) Cycle Track Order (“the Order”) 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 outlined in this statement, which summarises the detailed information in the accompanying Proof of Evidence.

The A429 Coventry Road cycling scheme (the Scheme) in Warwick is a 1.15km cycle route focussed on providing a safe and direct cycling route between the Spinney Hill roundabout on the outskirts of north Warwick and the St Johns junction which functions as a gateway into Warwick town centre. The proposed Scheme will complete a key missing link in the local cycling network, enabling more people to make more journeys by sustainable forms of transport. The route will connect to National Cycle Network route 52 to the north, facilitating cycling journeys from nearby Leek Wootton and Kenilworth areas and providing new cycling infrastructure to access Warwick rail station and Warwick Hospital. The Scheme was identified as a high priority by the 2018 WCC member-led Task and Finish Group on cycling infrastructure and is now a programmed route within Warwickshire’s Local Cycling and Walking Infrastructure Plan (LCWIP) because of its importance to Warwick’s cycling network and the funding that has been secured to deliver it.

Warwickshire’s LCWIP presents a long-term, county-wide plan for investment in walking, wheeling, cycling routes and Active Travel Zones. It is a key delivery plan for the recently adopted Sustainable Futures Strategy and Warwickshire’s Local Transport Plan, which aims to adapt to and mitigate climate change and meet Net Zero targets. The demand for building a cycle route along the Coventry Road is in line with the Government’s Gear Change policy, a bold vision for walking and cycling that sets out proposals to tackle issues well known to developing active travel infrastructure in the UK.

The Coventry Road scheme has been developed over several years, having originally been allocated funding in 2018/19 from the WCC’s Casualty Reduction fund to take steps to make the road corridor safer for cycling. The Scheme has evolved in response to a series of design reviews, feedback from stakeholders, increased funding opportunities and the publication of LTN 1/20: Cycle infrastructure design.

The Order, once confirmed, will provide the northern section of the overall scheme, requiring approximately 222 metres of new cycle track to be built within green open space. Whilst objections to the tracks have been received and remain unresolved at this time, the rest of the scheme towards Warwick town centre will go ahead following approval of the scheme's traffic regulation orders by the Portfolio Holder in May 2023.

The cycle tracks within the Order are required because there are no realistic alternatives for creating a safe cycling route alongside the Coventry Road and over the Grand Union canal, which itself is a critical barrier to route options. The Order to be confirmed has been designed to provide a safe and attractive walking, cycling and wheeling route using highway land away from the A429 Coventry Road that experiences high volumes of traffic, congestion and features a busy petrol station.

The proposed cycle tracks have been designed in accordance with national guidance on cycling infrastructure (Local Transport Note 1/20) creating a surfaced route along two existing informal desire lines that have been developed by pedestrians and cyclists over several years, demonstrating the demand for this alignment. WCC is seeking to formalise this route with a weatherproof surface and lighting to ensure the route is safe for all users, all year round.

Following WCC's advertisement of making the Order on 29th November 2022 (using its powers under section 3 of the Cycle Tracks Act 1984 and pursuant to the Cycle Track Regulations 1984) WCC received objections from 6 residents who live on Townsend Close, Hayle Avenue and Huddison Close.

Following a review of the objections received by local residents, a Woodloes residents meeting was organised for 13th March 2023 (see invite letter, Appendix 7) to discuss the concerns and issues raised by those who objected to the Order. The meeting was attended by the Team Leader for WCC's Minor Works Team (responsible for producing the traffic orders and notices for the scheme) and WCC's Lead Design Engineer for the scheme, to provide information about the cycle track and how it would be constructed. The meeting was also attended by the three District Councillors for the area, who were supportive of the scheme.

In response to residents' suggestions to design an alternative route adjacent to the Coventry Road, WCC officers explained that by converting and widening the existing footway along Coventry Road to a shared use footway/cycleway, it would have a significant impact on scheme cost, deliverability, ecology, perceived safety, and overall attractiveness of the route. At the residents meeting, it was reiterated that the proposed cycle tracks across the two areas of open space would formalise an existing, well-used route that has connections to an existing cycle route to the west, and the canal network. The residents who attended the meeting were a pleasure to engage with and whilst the sharing of information may have eased some of the residents' concerns, WCC received no formal withdrawal of objections.

In response to the objection themes outlined below, WCC would like to confirm:

Land ownership

The scheme uses land that has been confirmed as highway maintainable at public expense, which was dedicated to WCC when it became the Highway Authority (see Highway Extent Plans in Appendix 2a and 2b). As the land is part of the highway, any person has a right of free passage over it and because of this, no planning permission is needed and therefore not a contravention to any Local Plan policies.

Ecological and environmental impacts

To reduce the risk of conflict between users, improve visibility and to maintain a constant width of the tarmacked surface, two trees have been marked for removal. These trees have been assessed by WCC's forestry team who have no objections to their removal on the condition that WCC replant 2 trees for 1 tree removed. The existing treeline between along the Coventry Road will remain and continue to provide a buffer from vehicle noise, light and pollution, which were also raised as objections. Concerns about flooding caused by laying a tarmacked surface, should be alleviated by the way the track will be designed to allow any water runoff to drain into the adjacent ditching.

Where there are objections to the cycle route based on perceived issues relating to vandalism, littering and hooliganism, the route proposes a betterment of the area, with increased opportunity for natural surveillance, reducing the likelihood of anti-social behaviours.

Streetlighting columns are required on all adopted cycleways, to ensure they provide a safe facility for all users. WCC will ensure the columns are positioned in such a way that their light splays focus on the cycle track and do not spill into residential properties.

Impact on carriageway, footway, and parking

The proposed scheme will not make any changes to the carriageway on Huddison Close other than apply painted bicycle symbols on the carriageway lanes to raise awareness of cyclists using the carriageway between the two sections of cycle track.

Primrose Hill to Huddison Close Cycle Track

The proposed cycle track alignment between Primrose Hill and Huddison Close raised objections from residents who live at the end of the cul-de-sac on Huddison Close, stating that the cycle track would increase the risk of collisions between cyclists and those residents needing to access and egress their driveways. WCC engineers physically marked out the proposed route so that residents could see exactly where the track would be located (see image1 in Appendix 3), showing that the proposed alignment connects highway to highway, with minimal impact on

residents. Residents looking to access/egress their driveways must currently give-way to pedestrians, wheelers, and runners on the footway directly adjacent to their properties, so the practise of looking for vulnerable road users already exists. Post scheme monitoring will assess whether access controls (in the form of bollards), at the point where the track joins Primrose Hill, are required to reduce cycle speeds and thereby minimise any potential for conflict at this location. However, the bollards must benefit and not hinder, users. This is supported by Local Transport Note 1/20 (Cycle Infrastructure Design).

Conclusion

The sections of highway subject to the Order are part of an important active travel route through Warwick, providing local residents with a safe and direct route that has the potential to increase local journeys by sustainable modes of transport.

WCC therefore invites the Inspector to recommend that the Order be confirmed.



PROOF OF EVIDENCE

THE WARWICKSHIRE COUNTY COUNCIL
(A429 COVENTRY ROAD, TOWNSEND CLOSE,
PHILLIPES ROAD AND HUDDISON CLOSE,
WARWICK)

CYCLE TRACK ORDER 2022

A429 Coventry Road Cycle Scheme

1. Introduction

- 1.1 I am Dan Morris and I hold the post of Principal Transport Planner within the Transport Planning Group at Warwickshire County Council (WCC), where I have been employed for 6 years. I am responsible for supporting the delivery of the active travel strategy within Warwickshire's Local Transport Plan (LTP4) and the delivery of walking, cycling and wheeling infrastructure included in Warwickshire's draft Local Cycling and Walking Infrastructure Plan (LCWIP).
- 1.2 The A429 Coventry Road is a key transport corridor that experiences high traffic volumes because of its geographical position as a main route for motor vehicles travelling to Warwick and other onward destinations to the south. No existing cycling infrastructure exists along the A429 Coventry Road which is also limited by the physical barrier created by the Grand Union canal between north Warwick and the town centre, limiting active travel trips to local employment sites, Warwick rail station, secondary schools and for leisure purposes.
- 1.3 The Cycle Track Order (the Order) is needed to deliver the northern section of the A429 Coventry Road cycle route, a route that was identified as a high priority by the 2018 member led Task and Finish Group on cycling infrastructure.
- 1.4 During 2018/19 WCC's Traffic and Road Safety Group allocated Casualty Reduction funding to the Coventry Road cycle scheme (the Scheme) and commissioned feasibility and outline design work in response to the number of collisions involving cyclists. At this time there was insufficient funding to progress the scheme to delivery and consequently, work was paused.
- 1.5 In August 2020 WCC was awarded £1.9 million from the government's Getting Building Fund through the Coventry and Warwickshire LEP to deliver a package of priority cycling schemes, including the Coventry Road route. The funding bid was supported by Warwick Town Council and Warwick District Council. In January 2021 the Leader of WCC approved acceptance of the Getting Building Fund grant and the addition of the funding to the capital programme.
- 1.6 In 2022, WCC secured an additional £0.205 million from the Government's Cycle Rail Routes to Station Fund administered by Sustrans. The purpose of the fund is to improve cycle routes to National Rail stations and increase rail passengers or help existing passengers to switch from car use to cycle. A requirement of the funding is that the route design aligned with Department for Transport's 'Local Transport Note 1/20 (LTN 1/20): Cycling Infrastructure Design'. This required a design review and refinements to be made to the scheme.
- 1.7 The Scheme involves two locations that require the conversion of footpaths and highway verge to cycle tracks in the vicinity of Huddison Close and behind the

residential properties on Phillippes Road and Townsend Close (See Cycle Track Order Plan – Appendix 1)

1.8 Regulation 4 of the Cycle Tracks Act 1984 states that objections to the Cycle Tracks Orders can be made during a consultation period, a period that took place between 15th December 2022 and 13th January 2023 (at the same time as the traffic regulation orders required for the southern section of the scheme)

1.9 During the consultation period 6 residents (2 on Huddison Close, 1 on Hayle Avenue and 3 on Townsend Close) submitted objections to the Order, which have been summarised as:

1. The Scheme is not within highway land.
2. The Scheme contravenes the Warwick District Council Local Plan; Policy BE3
3. There will be adverse ecological impacts due to the removal of trees.
4. There will be negative environmental issues due to the impact of the streetlighting, increased noise, littering and anti-social behaviour.
5. Design of the scheme (alternative alignments)
6. The Scheme will cause safety issues due to cyclists using the proposed cycle track in front of properties and using the carriageway.

1.10 A residents' meeting was held on 13th March 2023 at the nearby Woodloes Tavern to discuss the concerns and issues surrounding the cycle track objections and to demonstrate through engagement with WCC officers (Lead Engineer for Warwickshire's Engineering Design Services and Team Leader for Warwickshire's Minor Works Team) that there were some issues that could easily be explained, and some which could be designed into the scheme. The meeting was also attended by the three local District Councillors, who all supported the scheme, but were also very interested in resolving the issues.

1.11 One of the actions from the residents' meeting was to provide the two residents of No. 8 and No.9 of Huddison Close with a clearly marked out alignment of where the proposed cycle track between Primrose Hill and Huddison Close would be, so that there could be no confusion about where it linked to (see image 1, Appendix 3). This did not result in the removal of any objections.

2. Scope

2.1 WCC fully supports the Order. The objections to the Order have all been considered and the evidence within this Proof should demonstrate that those objections are either not valid or are objections where adaptations to the scheme can be made. The conversion of footpaths to cycle tracks for this scheme is consistent with policy and guidance and sets out to improve safety for all users

by constructing a walking, cycling, and wheeling track that is away from carriageway and able to connect into the wider cycling network.

3. Scheme Design

- 3.1 Cycling, walking, and wheeling 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 of the private motor vehicle for local trips.
- 3.2 The Government published the first Cycling and Walking Investment Strategy 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.
- 3.3 WCC's draft LCWIP builds on previous improvements to walking and cycling infrastructure, supports our current programme of safe and active travel initiatives and responds to recent 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.
- 3.4 In 2020, the Government provided a clear commitment to walking and cycling with publication of Gear Change and cycle infrastructure design guidance (Local Transport Note 1/20). A second Cycling and Walking Investment Strategy 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.
- 3.5 During 2022 and 2023, Active Travel England (ATE) was established 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.

- 3.6 WCC's Local Transport Plan (LTP4) was adopted in 2023, comprising of a core strategy and six key strategies which active travel forms part of. It sets out a transport hierarchy for Warwickshire roads, with active travel at the top of that hierarchy. Included are measures to provide more transport choice by making it easier to walk, cycle, wheel, and access public transport.
- 3.7 The Scheme is listed as a 'Programmed' cycle route in WCC's LCWIP and has been planned and designed in accordance with national guidance including the Department for Transport's Local Transport Note 1/20 '*Cycle Infrastructure Design*' (LTN 1/20). LTN 1/20 sets out five core design principles 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.¹
- 3.8 The five core design principles which represent the essential requirements to achieve more people travelling by cycle or on foot must focus on routes that are: **Coherent, Direct, Safe, Comfortable** and **Attractive**². The cycle tracks within the Scheme provide a cycling alignment that meets these Core Design Principles within the scope and budget of the scheme.
- 3.9 LTN 1/20 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 protective space for cycling³.
- 3.10 No suitable alternative off-road design has been achieved for the section of the Scheme where the cycle tracks are proposed, due to the physical barrier created by the ditch and treeline that runs parallel to the footway on the A429 Coventry Road. To achieve the desirable widths for walking, cycling and wheeling along this route, set out by LTN 1/20, significant works would be needed to culvert the drainage ditch and the removal of nearly all of the trees and vegetation along this section would be required.
- 3.11 The proposed cycle track will be built as a 3m tarmacked route for use by pedestrians, cyclists, and wheelers. The section behind the properties on Townesend Close will merge onto a relatively new east/west cycle track (Woodloes Cycle Track) providing cycling connections to 1) the A429 Coventry Road cycle scheme 2) the well-used canal path network which provides an off-road route to Leamington Spa (to the east) and towards Hatton (to the west), and 3) connections to the wider Woodloes Park residential estate providing a cycle route to Aylesford Secondary school in the south-west of Warwick.

¹ Local Transport Note 1/20 '*Cycle Infrastructure Design*' (Department for Transport) 1.5.1, page 7

² Local Transport Note 1/20 '*Cycle Infrastructure Design*' (Department for Transport) 1.5.2, page 7

³ Local Transport Note 1/20 '*Cycle Infrastructure Design*' (Department for Transport) 4.2.11, page 31

3.12 The Woodloes Cycle Track mentioned above in 3.11 used the Cycle Tracks Act 1984 to confirm sections of this route as a cycle track in 2014, and 2022.

3.13 In terms of quality of provision for both pedestrians and cyclists, shared use paths across open spaces can generally be differentiated from the conversion of footways adjacent to roads. The former is recognised as more desirable as they can provide convenient, direct and attractive traffic-free facilities suitable for all ages and abilities of cyclists. These paths do not generally experience problems sometimes associated with shared use routes alongside carriageways, such as high-volume traffic, interruptions from side roads / driveways, street furniture obstructions and physical width restrictions.

4. Objection theme 1: The scheme is not within highway land.

4.1 The sections of the proposed cycle track which are subject to the Order will be over land which is already within the highway boundary and for which WCC, as highway authority, is responsible. The strips of land where the cycle tracks are proposed, together with the estate roads, were dedicated as highway maintainable at public expense under an agreement pursuant to section 40 of the Highways Act 1959 (which has been superseded by s38 of the Highways Act 1980) between the developers and Warwick District Council which was the Highway Authority at the time.

4.2 The land register which covers the areas involved in the Cycle Track Order shows the land is owned by the Crown following the dissolution of the previous owner company (the housing developer of the Woodloes Park). The Highway Extent plan can be viewed in APPENDIX 2a and 2b.

5. Objection theme 2: The Scheme contravenes the Warwick District Council Local Plan Policy BE3

5.1 The Local Plan must be taken into consideration by the Local Planning Authority (LPA) when considering applications for planning permission. Warwick District Council is the LPA, but it should be noted that WCC does not need to make an application for planning permission for works in the highway. This is because highway works are classified as permitted development under the General Permitted Development Order (GPDO) 2015, Schedule 2, Part 9.

6. Objection theme 3: There will be adverse ecological impacts due to the removal of trees

6.1 The cycle tracks will seek to minimise the impact on the local ecology and existing green spaces. Part of the route (see Order Plan – Appendix 1) will utilise existing residential streets and where it joins the off-carriageway sections, it will

follow an informal footpath worn by pedestrians and cyclists over time (see images in Appendix 3) to the side and rear of properties along Phillippes Road and Townesend Close. For this section of the route, care would need to be taken when working in close proximity to existing mature trees and to avoid damage to tree root systems. A 'no-dig construction' would be adopted for all sections of the route near trees.

6.2 However, to accommodate a desirable, safe cycle track width and to provide good sightlines for active travel users, an Ash tree and a Sycamore tree would need to be removed behind the properties of Townesend Close. WCC's Forestry Officer has been consulted and has confirmed the loss of these trees is not of concern. Mitigation will be provided through the planting of replacement trees on a 2 for 1 basis in the local area. An assessment of potential bat roosting sites has been undertaken, this confirms the trees to be removed are of low or negligible suitability for roosting bats. The Bat Survey can be seen in Appendix 4.

7. Objection theme 4: There will be negative environmental issues due to the impact of the streetlighting, noise, littering, anti-social behaviour.

7.1 Cycleways and shared surface paths that are situated within the highway are required to be lit as, outlined in the Warwickshire Design Guide⁴. The Scheme includes a streetlighting design that has been prepared in sympathy with the local environment, choosing apparatus that illuminates only the target areas and minimising unwanted spill light in accordance with the guidance provided by the Institution of Lighting Professionals.

7.2 Street lighting is to be provided on all routes where cycling can be expected after dark. Lighting helps users to detect potential hazards, discourages crime and generally supports a feeling of security and confidence amongst its users.

7.3 For user safety and comfort, the cycle tracks would be illuminated during the hours of darkness through the provision of streetlights mounted on street lighting columns at regular intervals along the cycle track. Those streetlights would be positioned so the lanterns face away from residential properties and towards Coventry Road (where larger 10m columns illuminating the A429 Coventry Road are already in place).

7.4 Streetlights will be fitted with lanterns that direct light on to the cycle track and will be fitted with back shields to minimise undesirable light spillage to adjacent areas. The light sources will be altered to a different colour temperature to negate any impacts of lighting on bats along the Scheme.

⁴ Warwickshire Design Guide, Part 8 – Street Lighting

8 Objection theme 5: Design of the scheme (Managing expectations and alternative alignments)

8.1 At its northern end, the Scheme requires a cycle track across a short 15 metre section of grass verge opposite No. 9 and No.11 Huddison Close, where cyclists would then join Huddison Close to travel along a short 93 metre section of signed on-carriageway route before connecting to the off-road section proposed behind the houses of Phillippes Road and Townesend Close. No changes, other than painted bicycle symbols, will be made to the carriageway.

8.2 Alternative route options for the Scheme have been considered with one option using the existing footway along the west side of the A429 Coventry Road adjacent to the carriageway (see Appendix 5, Route Option 2). It would not be possible to provide a consistent route of sufficient width to safely accommodate both pedestrians and cyclists while retaining the existing hedgerow and trees directly to the rear of the footway. Removal of the hedgerow and trees would remove the landscape buffer between the road and the adjacent residential properties which the proposed scheme would not do. It is considered that this alternative route would offer no benefit in helping to overcome the stated reasons for objection.

8.3 Another alternative route option has been explored, using a signed on-carriageway route (see Appendix 5, Route Option 3) via the residential streets of Townesend Close, Phillippes Road and Huddison Close, and connecting to an existing Cycle Track that provides access to the Coventry Road. This route option would still require the Order between Primrose Hill and Huddison Close to be confirmed, otherwise WCC would need to widen and convert the existing footway directly in front of No.9 and No.11 Huddison close, using its general power of improvement under the Highways Act 1980 to remove the status of footway (under section 66(4) of the Highways Act 1980) and then create the cycle track (under section 65(1)). This option would be a less direct option and therefore may be less attractive for cyclists and is likely to result in the informal path being used by cyclists.

9 Objection theme 6: The Scheme will cause safety issues due to cyclists joining the carriageway in front of properties and cyclists using the carriageway.

9.1 The short section of proposed cycle track fronting 9 & 11 Huddison Close is required to provide access to the existing cycleway north of Primrose Hill junction (National Cycle Network Route 52). This section of the route is considered to have limited impact on the adjacent residents as it will not affect their existing

access arrangements or introduce additional conflict or safety issues for cyclists or pedestrians.

9.2 The provision of a signal-controlled crossing (toucan crossing) across Primrose Hill is currently being investigated outside of the scope of this scheme. The crossing is looking to provide a safe crossing point the proposed cycle track within the Order, and National Cycle Network Route 52.

9.3 A Road Safety Audit (Appendix 6) raised no concerns regarding the conversion of footpaths to cycle tracks.

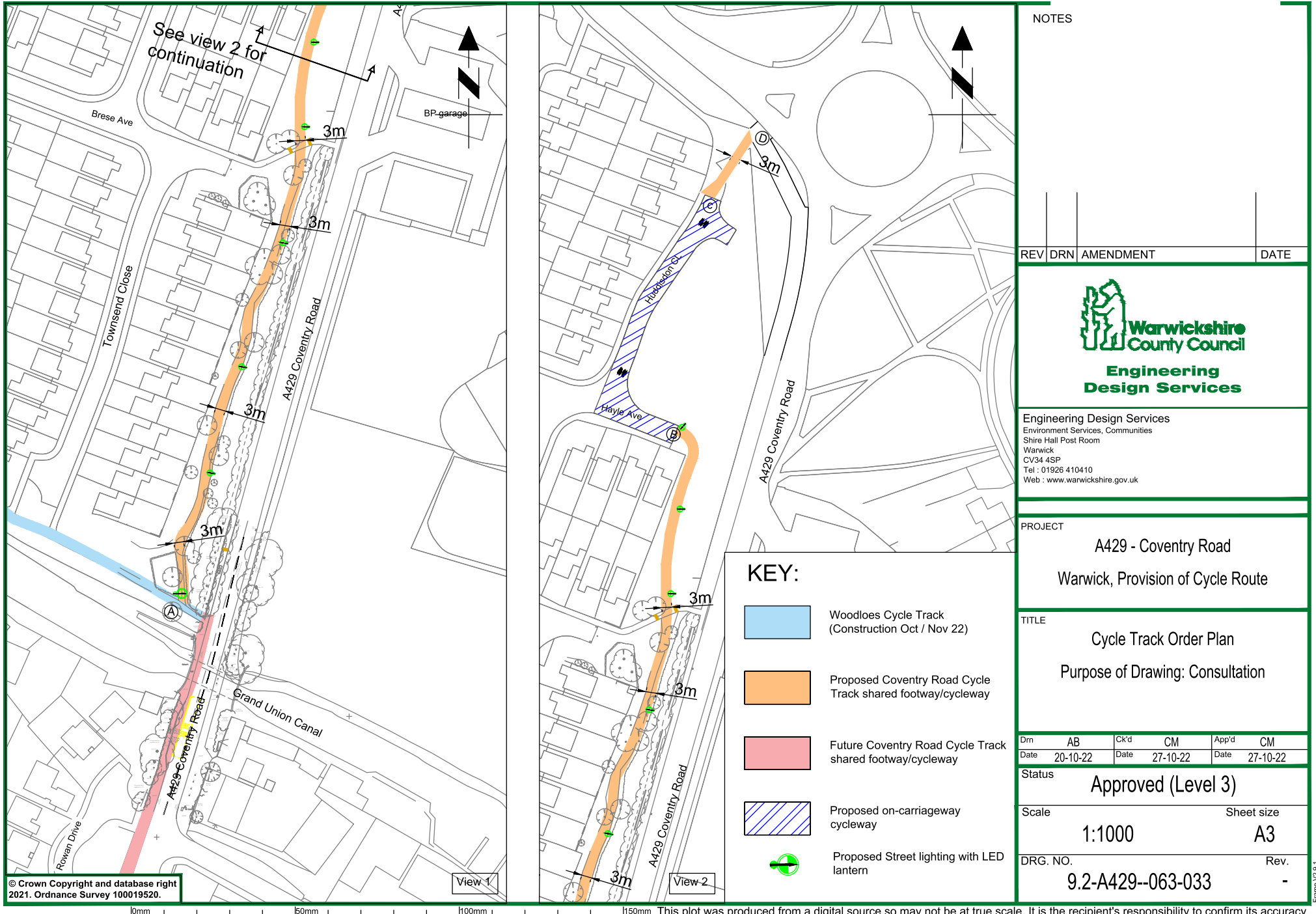
10 Conclusion

10.1 The conversion of these footpaths to cycle tracks will create a high-quality facility for all users, providing local residents and commuters with a safe and direct active travel route which will help encourage local journeys by sustainable modes of transport.

10.2 Approval of the Order will enable WCC to complete a key missing link in the cycling network, as featured in Warwickshire's Local Cycling and Walking Infrastructure Plan.

10.3 WCC therefore invites the Inspector to recommend that the Order be confirmed.

APPENDIX 1



NOTES

REV	DRN	AMENDMENT	DATE

Warwickshire County Council
Engineering Design Services

Engineering Design Services
Environment Services, Communities
Shire Hall Post Room
Warwick
CV34 4SP
Tel : 01926 410410
Web : www.warwickshire.gov.uk

PROJECT

A429 - Coventry Road
Warwick, Provision of Cycle Route

TITLE

Cycle Track Order Plan
Purpose of Drawing: Consultation

Drn	AB	Ck'd	CM	App'd	CM
Date	20-10-22	Date	27-10-22	Date	27-10-22

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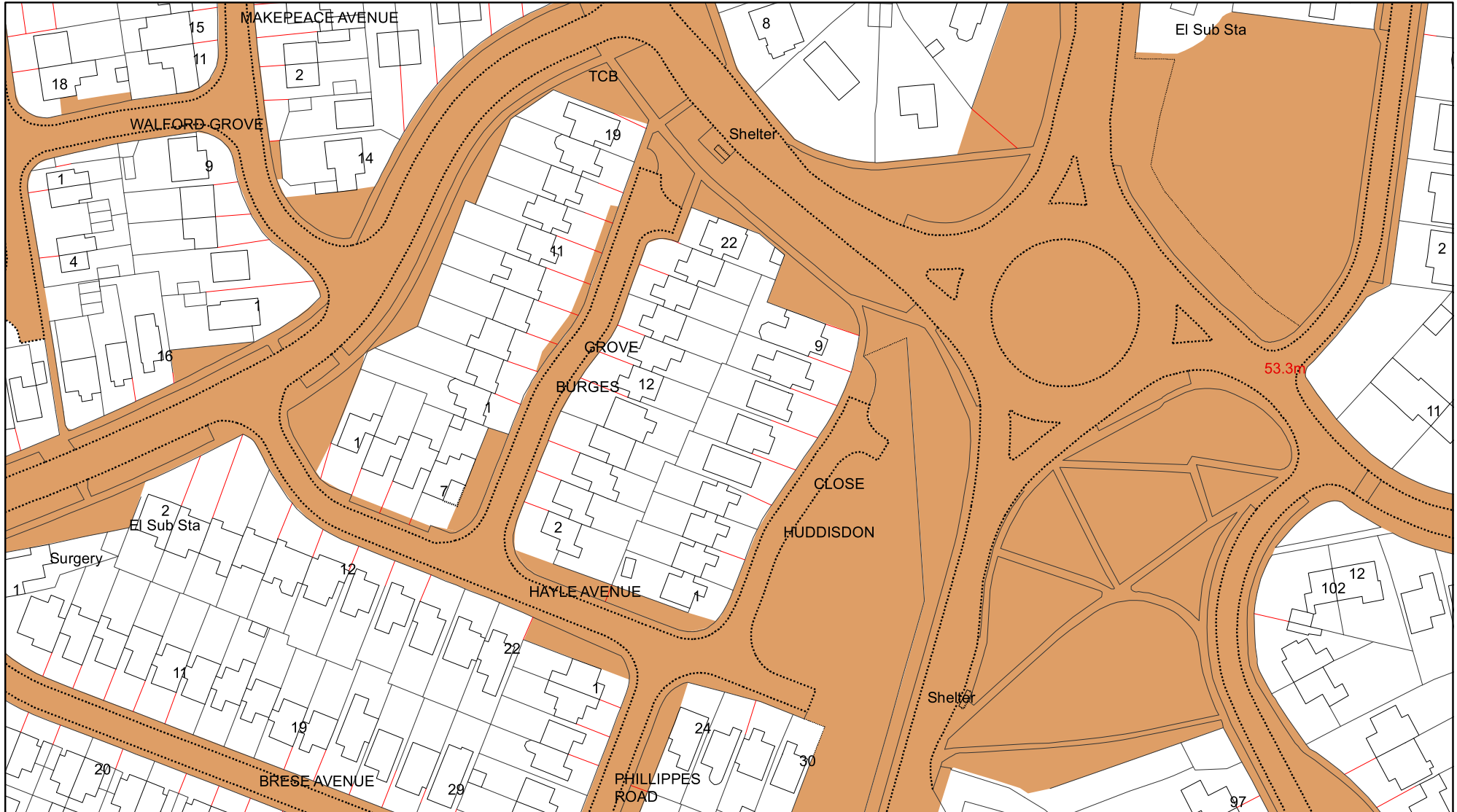
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Frame V2.0.1


Huddisdon Close, Woodloes, Warwick

APPENDIX 2a



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.



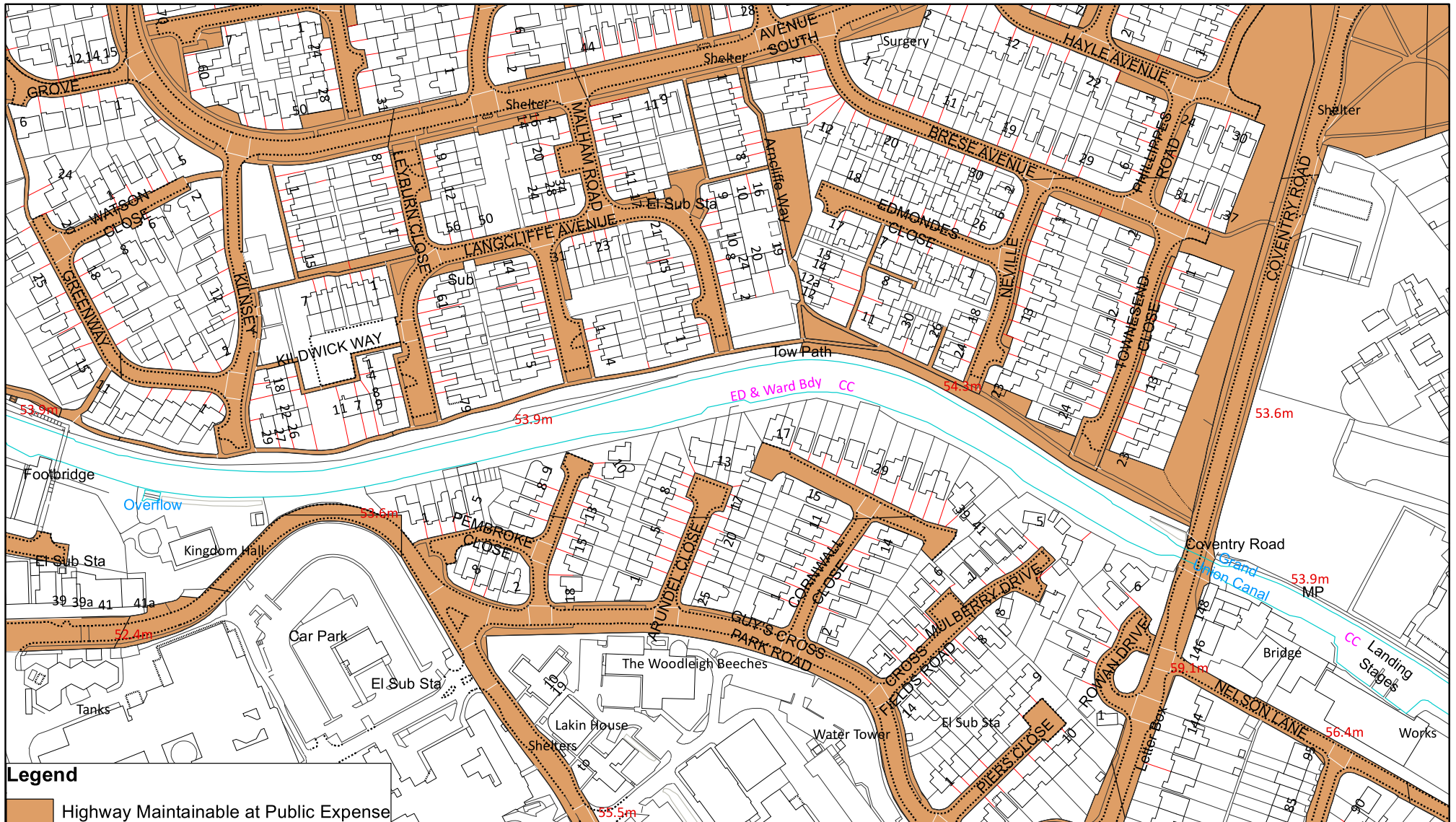
 Highway Maintainable at Public Expense



22 Nov 2023
Communities

A429 Coventry Road Warwick

APPENDIX 2b



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.



Communities
24 Sep 2020

APPENDIX 3



Image 1 – alignment of proposed cycle track from Primrose Hill



Image 2 – Huddison Close joining Hayle Avenue cul de sac



Image 3 – Hayle Avenue link to proposed cycle track.



Image 4 – proposed track alongside 30 Hayle Avenue



Image 5 – proposed track across existing Brese Avenue footway



Image 6 – proposed track between Townesend Close and Coventry Road

Appendix 3 - A429 Coventry Road Warwick, Proof of Evidence

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APPENDIX 3



Image 7 - proposed track between Townesend Close and Coventry Road



Image 8



Image 9



Image 10



Image 11



Image 12

Appendix 3 - A429 Coventry Road Warwick, Proof of Evidence

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APPENDIX 3



Image 13 – worn path towards Coventry Road (proposed alignment)



Image 14 – proposed connection to existing Cycle Track



Image 15 – View of proposed track from Coventry Road



Image 16 – existing cycle track serving Woodloes Estate from Coventry Road



Image 17 – proposed track from canal access



Image 18 – proposed cycle track connection to canal

Appendix 3 - A429 Coventry Road Warwick, Proof of Evidence

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APPENDIX 3



Image 19 – cycle connection to Grand Union canal



Image 20 – view of Woodloes cycle track with connections to Coventry Road (straight ahead), the Grand Union canal (right of image) and the connection to the proposed scheme (worn paths to the left of image)

APPENDIX 4

ATKINS

Member of the SNC-Lavalin Group

A429 Coventry Road Warwick cycle route and Woodloes cycle route

Bat Technical Report

March 2022



APPENDIX 4



Notice

This document and its contents have been prepared and are intended solely as information for Warwickshire County Council and use in relation to the Proposed Scheme

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The information which Atkins Limited has provided has been prepared an environmental specialist in accordance with the Code of Professional Conduct of the Chartered Institute of Ecology and Environmental Management. Atkins Limited confirms that the opinions expressed are our true and professional opinions.

This document does not purport to provide legal advice.

This document has 22 pages including the cover.

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Client signoff

Client	Warwickshire County Council
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APPENDIX 4

Non-technical Summary

Report purpose	This technical report provides a summary of the data search request, desk study results and ground level tree assessment for roosting bats for the Proposed Scheme.
Proposed Scheme	Warwickshire County Council has identified an area of potential ecological constraints for the construction of the A429 Coventry Road Warwick cycle route and development of the connecting Woodloes cycle route.
Desk studies and field surveys	A desk study and associated biological records centre search was completed on 25/01/2022. The ground level tree assessment was undertaken on 20/12/2021.
Ecological features	The desk study results did not identify any statutory or non-statutory designated conservation sites within range and likely to be materially affected by the Proposed Scheme. The ground level tree assessment identified more than 20 trees and two bridge structures which were categorised as having low suitability for roosting bats. No further surveys are recommended, however two trees marked as requiring removal for the construction of the A429 Coventry Road Warwick cycle route contain Potential Roost Features (PRF) with low and negligible suitability for bats: it is recommended that the works are completed following a Precautionary Method of Work (PMW). All other trees noted as containing low suitability PRFs are to be retained under the Proposed Scheme, which is considered unlikely to materially affect these PRFs.
Report Validity	It is understood that the current schedule of works for the Proposed Scheme is planned for late summer 2022: the Woodloes cycle route works are programmed for four weeks in August and the A429 Coventry Road Warwick cycle route works are programmed for two weeks in October. In the event of programme changes then updates to the surveys may be required to ensure the validity of the data, as per CIEEM guidance ¹ .

¹ CIEEM (2019) Advice Note on the Lifespan of Ecological Reports and Surveys

APPENDIX 4

1. Introduction

Terms of Reference

- 1.1. Atkins, a member of SNC-Lavalin Group, was commissioned by Warwickshire County Council to undertake a ground level tree assessment for roosting bats, in connection with proposals to construct and develop, respectively, the A429 Coventry Road Warwick cycle route and the connecting Woodloes cycle Route (hereafter referred to as the Proposed Scheme). The area surveyed comprised an unsurfaced footway adjacent to the A429 Coventry Road and an existing surfaced footway along the north side of the Grand Union Canal, near the Woodloes estate in Warwick, as shown on the site map shown in Appendix A-1 (hereafter referred to as the Site).

Scope of Assessment

- 1.2. This technical report presents ecological information relating to bats obtained during the following:
- A desk study undertaken on 11/01/2022;
 - A data search request, obtained from Warwickshire Biological Records Centre on 25/01/2022; and
 - A ground level tree assessment for roosting bats undertaken on 20/12/2021.

Proposed Scheme

- 1.3. Warwickshire County Council has proposed the construction and development of a new 3 m wide shared footway/cycleway comprising the A429 Coventry Road Warwick cycle route and adjoining Woodloes cycle route. The scheme involves resurfacing and widening of the existing footway along the Woodloes section and construction of a new footway/cycleway along the A429 Coventry Road Warwick section. The Proposed Scheme additionally involves the removal of two trees along the A429 Coventry Road Warwick section in order to accommodate the route design, with all other trees retained.

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2. Methodology

Desk Study and Data Search

- 2.1. The geographical area for obtaining ecological data through desk studies has been determined using professional judgement. Additional baseline data has been gathered through the data request and using online resources as outlined below. This included data gathering in relation to statutory and non-statutory designated sites and bat species. The study areas used for the data gathering are detailed in Table 2-1. The desk study was undertaken on 11/01/2022. For bat species records collected, only those within 10 years of the data collection date have been considered within the assessment.
- 2.2. The following online resources were accessed:
- Multi-Agency Geographic Information for the Countryside [MAGIC] Application² (Defra)
 - Grid Reference Finder³
 - Woodland Trust veteran tree inventory⁴
- 2.3. The following organisations were contacted to request relevant desk study data, including details of non-statutory designated sites and records of bats:
- Warwickshire Biological Records Centre (WaBRC)

Table 2-1 - Data search areas

Data type	Search area – distance from Proposed Scheme boundary
Statutory designated sites (SSSI, NNR) [including international sites (SAC, SPA, Ramsar)]	1 km
Non-statutory designated sites (LNR, sites of local importance)	500 m
Bat species records	1 km
Veteran trees	500 m

Ground Level Tree Assessment for Roosting Bats

- 2.4. A ground level tree assessment for roosting bats was undertaken to ascertain whether any Potential Roost Features (PRFs) were present and their likely suitability in supporting roosting bats. Full methods are provided in Appendix B.

Surveyor Competencies

- 2.5. The ground level tree assessment for roosting bats was led by a surveyor assessed⁵ to be at least of capable experience following the Chartered Institute of Ecology and Environmental Management (CIEEM) competency framework⁶.

² [Magic Map Application \(defra.gov.uk\)](https://magic.defra.gov.uk/)

³ [Grid Reference Finder](https://www.gridreferencefinder.com/)

⁴ [Tree Search - Ancient Tree Inventory \(woodlandtrust.org.uk\)](https://www.woodlandtrust.org.uk/tree-search-ancient-tree-inventory/)

⁵ Assessment undertaken by Atkins ecological technical leadership team in accordance with CIEEM competency criteria.

⁶ <https://www.cieem.net/competency-framework>

APPENDIX 4**Survey Limitations**

- 2.6. This section identifies any limitations to the surveys or assessment and provides an explanation as to the effect of these on the assessment.
- 2.7. The desk study reviewed the Woodland Trust's Veteran Trees inventory, this provides records of veteran trees, but is not an exhaustive list and other veteran trees may be present in the area.
- 2.8. The ground level tree assessment for roosting bats is limited by what the surveyor can see from ground level only and given the conditions presented on the day of the survey. Moderate to significant ivy presence was noted to affect the main stem on approximately one-third of trees surveyed, which can provide a significant constraint to the likelihood of being able to effectively identify PRF present. However, this assessment was undertaken during December, which is within the optimal timeframe and therefore not considered to be a significant limitation.
- 2.9. The footbridge and road bridge located at the western and eastern extents, respectively, of the Proposed Scheme were only viewed from the northern side of the Grand Union Canal, However, in both cases these bridges were considered suitably distant from the Proposed Scheme to be unaffected by works, in addition to offering negligible suitability for roosting bats. Taken collectively, this is not considered to be a significant limitation.

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3. Baseline Conditions

- 3.1. This section provides details of the ecological baseline relevant to the Proposed Scheme recorded from the desk study and data search request results.

Statutory and Non-Statutory Designated Sites

- 3.2. Table 3-1 details the statutory and non-statutory designated sites identified through the desk study.

Table 3-1 - Designated sites within 1 km⁷ of the Site boundary

Site name	Designation	Location of designated site ⁸	Features of interest (including qualifying features of internationally designated sites and reasons for designation for SSSIs)
Coten End Quarry	SSSI	650 m northeast	Geological qualifying features
Guys Cliffe Quarry	SSSI	490 m southeast	Geological qualifying features
Oakwood and Blacklow Spinney	LNR and pLWS	195 m northeast	A semi-natural plantation including mature oak, sweet chestnut and beech. The site contains populations of wood avens, hedge woundwort, hedge mustard and greater stitchwort

Veteran Trees

- 3.3. There are no veteran trees recorded as being present within 500 m of the Site boundary.

Bat Species Records

- 3.4. A total of 52 records of bats within 1 km of the Site boundary were returned by the data search request results.

Table 3-2 – Recent⁹ bat records within 1 km of the Site boundary

Common name	No. of records	Most recent record date
Common Pipistrelle	6	September 2016
Soprano Pipistrelle	8	September 2020
Unidentified Pipistrelle species	17	September 2020
Noctule	7	September 2020
Brown Long-eared	2	July 2017
Unidentified <i>Myotis</i> species	2	July 2012
Unidentified bat	10	April 2020

Of these 52 records, a total of seven were of bats seen emerging from or returning to a roost site: the closest of these (pipistrelle species) were approximately 0.3 km east of the proposed A429 Coventry

⁷ This is the zone of influence for designated sites.

⁸ Where designated sites are situated outside of the Application Site boundary, the distance and direction are given to the closest point that the designated site is from the Application Site.

⁹ Within 10 years

APPENDIX 4

Road Warwick cycle route, from bat surveys undertaken at Ridgeway School, Montague Road, in August/September 2011 and again in July 2012.

The remaining records contain 38 of bats noted as foraging or commuting, either seen or recorded using a bat detector: the closest of these (pipistrelle species) was approximately 0.14 km south of the proposed Woodloes cycle route, in the residential area on the southern side of the Grand Union Canal. The most recent record here is from September 2020.

In addition to pipistrelle species, other species recently recorded within 1 km of the Site boundary include Noctule (0.3 km distant), *Myotis* species (0.3 km distant) and Brown Long-eared (0.66 km distant)

Ground Level Tree Assessment for Roosting Bats

- 3.5. A total of 21 individual trees, four groups of trees and two bridge structures were present within the survey area and were assessed for the purposes of the Proposed Scheme. The location of structures and trees is shown on Figure A-2 in Appendix A.
- 3.6. The footbridge (Structure A) located at the western extent of the Proposed Scheme (SP 28337 66035), to the south of the Woodloes cycle route, was assessed as having negligible suitability for roosting bats. This is a metal-framed single span footbridge with wooden slats over the Grand Union Canal. The structure is largely open and exposed, with no sheltered areas. Any features potentially present on its southern side were considered sufficiently distant from the Proposed Scheme as to be unaffected by works. No further surveys are recommended for this structure.
- 3.7. The road bridge (Structure B) which carries the A429 Coventry Road over the Grand Union Canal (SP 28884 65978), was assessed as having negligible suitability for roosting bats. The bridge is a single span brick arch. The bridge barrel is of brick construction and in good condition, with no loose or missing bricks, or obvious missing mortar present. The bridge upper deck is in similarly good condition. This structure was considered sufficiently distant from the Proposed Scheme as to be unaffected by works. No further surveys are recommended for this structure.
- 3.8. One semi mature ash tree (Tree A), scheduled for removal as part of the Proposed Scheme, (SP 28895 66081) was assessed as having overall low suitability for roosting bats. The tree contained two PRFs with low suitability: a branch cavity located at 3 m height on the southwestern aspect and feature arising from a pruning cut at 2.5 m height on the southeastern aspect.
- 3.9. One semi mature sycamore tree (Tree B) scheduled for removal as part of the Proposed Scheme (SP 28913 66134) was assessed as having overall negligible suitability for roosting bats. The tree did not contain any PRFs present at the time of survey, however given the extended period between the December 2021 survey and scheduled removal in October 2022, it is possible that new features may be created within this time.
- 3.10. A further 19 trees of mixed species, but mainly semi mature ash, were individually evaluated and all found to have single or low numbers of PRFs, all assessed as having low suitability for roosting bats. None of these trees are scheduled for removal. In about half of these cases, the trees were covered in sufficiently dense ivy to make it unsuitable to completely rule out the potential for moderate or high suitability PRFs. However, given the relatively young age of the trees and low impact of the Proposed Scheme, it is considered reasonably unlikely both that moderate or high suitability PRFs exist or would be formed ahead of the expected commencement of the works and that any would be materially affected by works.
- 3.11. A further four groups of trees of mixed species were categorised collectively as having low suitability for roosting bats. None of these trees are scheduled for removal. In most cases these were semi mature trees, typically ash or sycamore, containing small numbers of PRFs, typically narrow entrance knot holes formed from the pruning or failure of slender primary limbs and at heights above that to be definitively categorised from a ground level inspection. However, given the relatively young age of the trees and low impact level of the Proposed Scheme, it is considered reasonably unlikely both that moderate or high suitability PRFs exist or would be formed ahead of the expected commencement of the works and that any would be materially affected by works.

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4. Design Features and Mitigation Measures

This section details the mitigation measures which will be implemented during the works to reduce ecological impacts. In developing the mitigation, the mitigation hierarchy has been following, looking to avoid, minimise or restore in the first instance.

Lighting

- 4.1. The Proposed Scheme will involve the removal of four existing lighting columns from the current footpath scheduled for development into the Woodloes cycle route. These will be replaced by nine 5m 16W lighting columns.
- 4.2. Pipistrelle species have been recently recorded as close as 0.14 km to the Site (see Section 3.4). A number of UK bat species are known to use canals and artificial waterways for navigation purposes and nearby artificial lighting is known to affect both their foraging and commuting behaviour¹⁰.
- 4.3. In particular, slower-flying broad-winged species including brown Long-eared bats and *Myotis* species – both recently recorded as close as 0.66km and 0.30 km to the Site, respectively) – have been shown to generally avoid all streetlights¹¹.
- 4.4. The absence of any moderate or high suitability PRFs along the Woodloes cycle route section of the Proposed Scheme, combined with the limited number of recent bat records from this area, suggest that the replacement of and increased number of artificial lighting columns installed along this section will not have a potentially significant negative impact on bats' roosting, foraging or commuting behaviours.

Mitigation Measures

- 4.5. The following general measures will be implemented for the works undertaken during the Proposed Scheme:
 - A suitably qualified Ecological Clerk of Works (ECoW) will be employed for the duration of the Proposed Scheme and for pre-construction clearance works;
 - Further inspection using an endoscope would be required to refine the categorisation of Tree A, although given the narrow entrance size of both PRFs and relatively undeveloped condition of the tree, it is considered unlikely that either would be upgraded to moderate or high suitability for roosting bats. However, given the extended period between the December 2021 survey and scheduled removal in October 2022, it is possible that new PRFs may be created within this time, or the existing PRFs noted may improve in character in terms of suitability for roosting bats. Therefore, a suitably qualified bat ecologist should be present to check for any recently created PRFs, prior to any removal of tree A and that a staged section fell technique be employed in order to further check for bat presence within the existing PRFs;
 - A suitably qualified bat ecologist be present to check for any recently created PRFs, prior to any removal of tree B;
 - Pollution prevention guidelines¹² will be followed and Construction Industry Research and Information Association (CIRIA) guidance on the control of water pollution from construction sites¹³;
 - During construction trees to be retained will be protected in line with guidelines provided in BS 5837 Trees in relation to Construction¹⁴;
 - Where possible, tree felling and vegetation clearance will be minimised and undertaken outside the core bird nesting season (1 March to 31 August, though it should be noted that variation in

¹⁰ Bat Conservation Trust / Institution of Lighting Professionals (2018) Bats and artificial lighting in the UK

¹¹ As above

¹² All of the pollution prevention guidelines (PPGs) are available from <http://webarchive.nationalarchives.gov.uk/20140328084622/http://www.environment-agency.gov.uk/business/topics/pollution/39083.aspx>. Note: the PPGs also make reference to environmental legal obligations, but that information is currently out of date and requires updating.

¹³ The CIRIA documents are a series of publications developed by the Construction Industry Research and Information Association. Each document is targeted at a particular type of business or activity and covers environmental good practice to minimise pollution.

¹⁴ British Standards Institute (2012) BS 5837:2012 Trees in relation to design, demolition, construction.

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dates is possible, for example from geographical variations in climate, or due to a particularly mild winter) to avoid damage or destruction of occupied nests or harm to breeding birds;

- The works affecting the Woodloes cycle route are currently scheduled for four weeks within August 2022, which falls within the bird breeding season. No trees are scheduled for removal within this section: however, this will require an inspection of vegetation to be cleared for breeding birds and their occupied nests by a suitably qualified ecologist no more than 24 hours prior to any works being undertaken. If any nesting birds are identified during the survey, they will be left in situ for their entire nesting period and alternative approaches to the work proposed. This may include leaving an exclusion zone around the nest(s) to avoid disturbance;
- Where possible, vegetation clearance of the hedgerow providing a natural barrier between the Woodloes cycle route section of the Site and the adjacent Grand Union Canal towpath will be minimised, in order to retain this structure as a natural barrier against light spill from the Proposed Scheme onto the canal, which may also be used as a commuting and/or foraging feature by bats (see Appendix C); and
- Where possible, select LEDs with warmer colour temperatures with peak wavelengths greater than 550 nm (~3000 Kelvin), which have been shown to reduce impact on bats¹⁵.

¹⁵ Bat Conservation Trust / Institution of Lighting Professionals (2018) Bats and artificial lighting in the UK

APPENDIX 4

5. Conclusion

- 5.1. A total of 21 individual trees, four groups of trees and two bridge structures were assessed for the purposes of the Proposed Scheme.
- 5.2. Both bridge structures were assessed as having negligible suitability for roosting bats and are considered to be sufficiently distant from the Proposed Scheme as to be unaffected by works. No further surveys are recommended for these structures.
- 5.3. Two trees scheduled for removal as part of the Proposed Scheme – an ash (SP 28895 66081) and sycamore (SP 28913 66134) – were assessed, respectively, as having overall low and negligible suitability for roosting bats. It is recommended that a suitably qualified bat ecologist be present to check for any recently created PRFs, prior to any removal of these trees and that a staged section fell technique be employed in order to further check for bat presence within the existing PRFs contained within the ash tree.
- 5.4. All other trees assessed within the Site were assessed as having low or negligible suitability for roosting bats. Given the relatively young age of the trees and low impact of the Proposed Scheme, it is considered reasonably unlikely both that moderate or high suitability PRFs exist or would be formed ahead of the expected commencement of the works, or would be materially affected by works.
- 5.5. A suitably qualified Ecological Clerk of Works (ECoW) will be employed for the duration of the Proposed Scheme and for pre-construction clearance works

Report Validity

- 5.6. It is understood that the current schedule of works for the Proposed Scheme is planned for August and October 2022. In the event of programme changes then updates to the surveys may be required to ensure the validity of the data, as per CIEEM guidance¹⁶.

¹⁶ CIEEM (2019) Advice Note on the Lifespan of Ecological Reports and Surveys

Appendices



Appendix A. Site Location Plan and Scheme Figures

Figure A-1

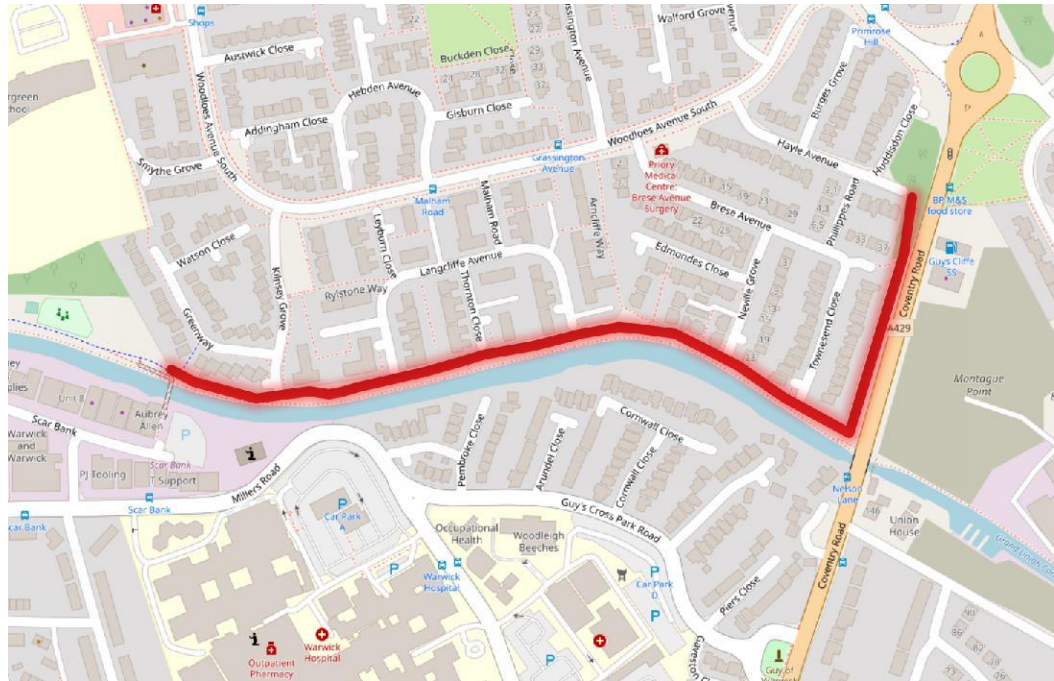


Figure A-1 - Approximate site extent for the A429 Coventry Road Warwick cycle route and Woodloes cycle route

APPENDIX 4

Figure A-2

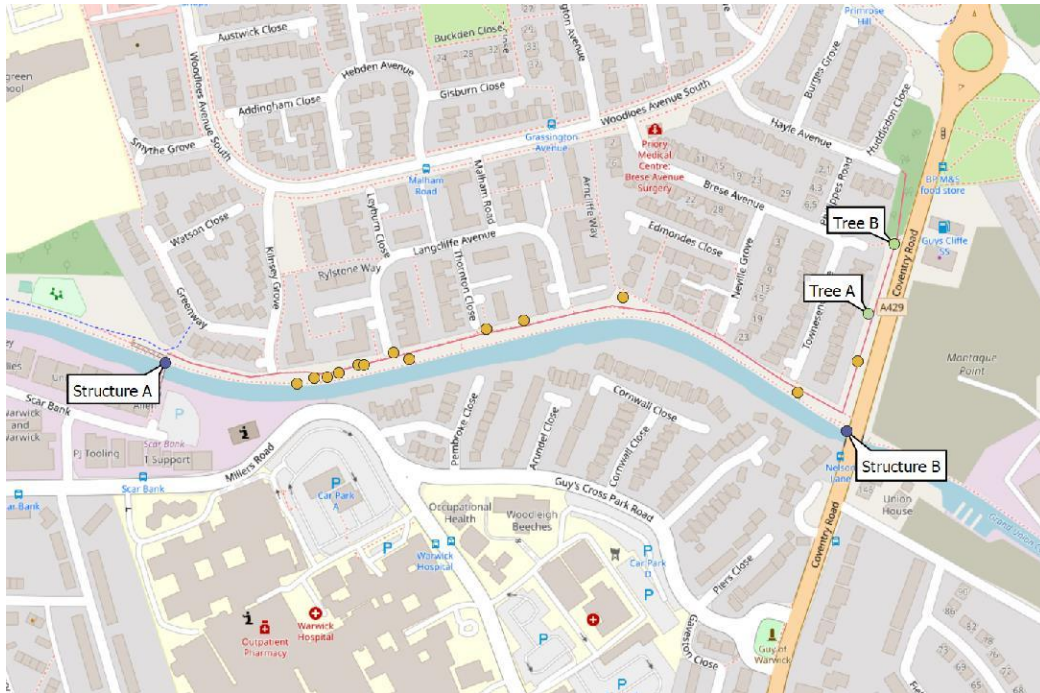


Figure A-2 - Recorded tree and structure locations mentioned within this report, situated along the A429 Coventry Road Warwick cycle route and Woodloes cycle route

Appendix B. Survey Methods

Ground level assessment of trees and structures

- B.1. The ground level assessment of trees and structures was undertaken on 20/12/2021 by competent surveyors in accordance with good practice guidance¹⁷ and CIEEM competencies for undertaking bat surveys¹⁸.
- B.2. The extent of the assessment was based on the zone of influence for this species group and included all trees and structures within the area of the Proposed Scheme.
- B.3. The assessment involved a detailed visual examination of structures and trees, which was initially undertaken from ground level, during daylight hours and aided with the use of binoculars and a bright torch.
- B.4. For structures, the ground level visual examination involved the identification of potential entry/exit points for bats or other PRFs such as holes in brickwork, cracks, and gaps in masonry, etc.
- B.5. For trees, the ground level visual examination involved the identification of PRFs such as woodpecker holes, rot holes, cracked limbs, dense ivy and flaking bark.
- B.6. Based on the location, aspect, orientation and characteristics of the features identified, each structure/tree was assigned a potential suitability value for bats. The assessment of potential suitability was carried out according to good practice guidance¹⁹, which assigns each structure/tree either negligible, low, moderate or high suitability for roosting bats.

¹⁷ Collins, J. (ed.) (2016) Bat Surveys for Professional Ecologists: Good Practice Guidelines (3rd edition). The Bat Conservation Trust, London

¹⁸ CIEEM (2013) Competencies for Species Survey: Bats. Chartered Institute of Ecology and Environmental Management, Winchester.

¹⁹ Collins, J. (ed.) (2016) Bat Surveys for Professional Ecologists: Good Practice Guidelines (3rd edition). The Bat Conservation Trust, London

Appendix C. Photographs

Ground Level Tree Assessment for Roosting Bats

Structure A –
footbridge
crossing the
Grand Union
Canal



Structure A



APPENDIX 4

Structure B –
A429 road
bridge crossing
the Grand
Union Canal, as
seen from the
east



Structure B –
as seen from
the west



APPENDIX 4

Structure B –
as seen from
the east



Structure B –
as seen from
the west



APPENDIX 4

Tree A – an ash tree with existing PRFs assessed as having low suitability for roosting bats



Tree A



APPENDIX 4

Tree A



Tree B – a sycamore tree assessed as presently having negligible suitability for roosting bats



APPENDIX 4

Section of tree-lined hedgerow (looking south) separating the Site from the adjacent Grand Union Canal towpath

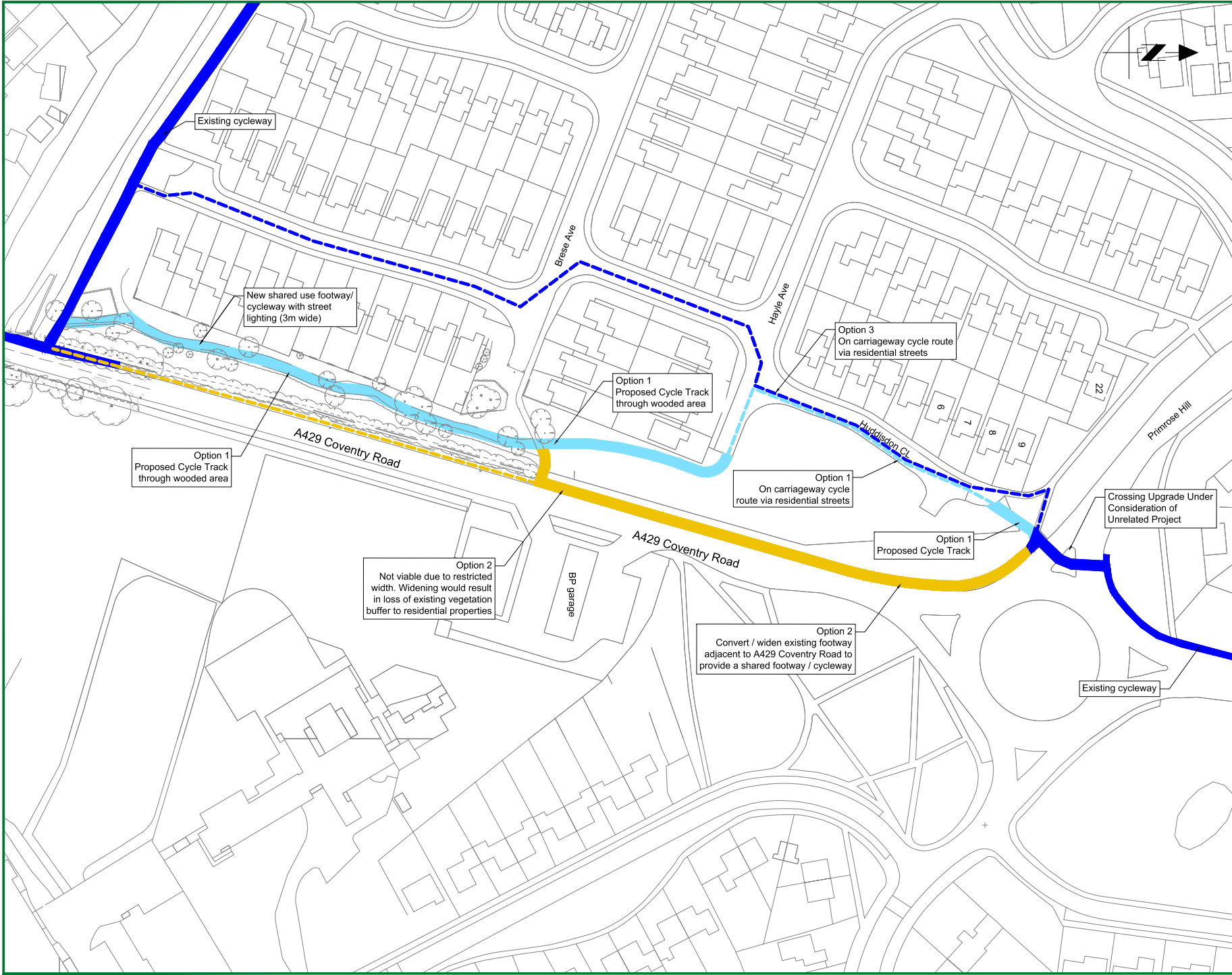


Atkins Limited
Two Chamberlain Square
Birmingham
West Midlands
B3 3AX

Tel: +44 (0)121 483 5705

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APPENDIX 5



KEY:

- Route Option 1
- Route Option 2
- - - Route Option 2 - Not viable
- - - Route Option 3
- Existing cycle tracks

REV	DRN	AMENDMENT	DATE



Engineering Design Services
 Environment Services, Communities
 Shire Hall, Peak Street
 Warwick
 CV1 4EQ
 Tel: 01926 415410
 Web: www.warwickshire.gov.uk



PROJECT
 A429 - Coventry Road
 Provision of Cycle Route

TITLE
 Options Plan
 HUDDISDON CLOSE
 Route Options Reference Plan

DRW	AS	CHKD	APPRD

Status: Work In Progress
 Scale: 1:500
 Sheet size: A1

DRG. NO.: 9.2-A429-063-040
 Rev.: -

This plot was produced from a digital source so may not be at true scale. It is the recipient's responsibility to confirm its accuracy.

APPENDIX 6

Traffic and Road Safety, Communities, Warwickshire County Council

Project Details

Report Title:	Stage 2 Road Safety Audit Report
Location:	A429 Coventry Road, Warwick
Date:	14/11/2022
Document reference and revision	RSA3411
RSA Team Leader:	Andy Paul BEng (Hons), MCIHT, HE Cert Comp
RSA Team Member:	Marcus Alford-Longley

Warwickshire County Council
Traffic and Road Safety
Communities
Shire Hall
Warwick
CV34 4SX
<http://www.warwickshire.gov.uk/roadsafety>



APPENDIX 6

Traffic and Road Safety, Communities, Warwickshire County Council

1.0 INTRODUCTION

- 1.1** This report results from a Stage 2 Road Safety Audit on a proposed off-carriageway cycle route scheme, along a section of the A429 Coventry Road, Warwick, Warwickshire. The report was requested by Uzayr Butt, Design Services, Warwickshire County Council.
- 1.2** No member of the Audit Team has been involved with the design process.
- 1.3** A site visit was carried out on Monday, 14 November 2022 between the hours of 10.30 and 11.30 by the Audit Team together. The weather during the site visit was dry and cloudy. Traffic flows were moderate and varied in type. Pedestrian and cyclist flows were light.
- 1.4** The drawings and documents supplied for audit are listed in Appendix A. An annotated plan showing the location of any problems identified is located in Appendix B.
- 1.5** The audit has been carried out in accordance with Warwickshire County Council's safety audit procedure Type B (RSA/A), a Road Safety Audit largely following those recommended in document GG119 'Road Safety Audit' of The Highways England's Design Manual for Roads and Bridges.
- 1.6** The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. All comments and recommendations are referenced to the design drawings and documents supplied with the brief.
- 1.7** In accordance with Warwickshire County Councils Road Safety Audit procedures, it is a requirement that the Design Team in conjunction with the Project Sponsor prepare a Road Safety Audit Response Report, in response to the recommendations made within this audit. This should be completed, and a copy of the final report sent to the Audit Team Leader for their information by 13 December 2022 All responses should be submitted using Appendix D only.
- 1.8** For any recommendations that are not being adopted, the Design Team or Project Sponsor should notify the Audit Team Leader and discuss these issues to try to achieve a mutually agreed solution. If an agreement cannot be reached, the Project Sponsor should then submit an Exception Report to the Assistant Director for Communities for their decision. If an Exception Report is required, a narrative of the exchanges between the Design Team, Project Sponsor and Audit Team Leader should be detailed and submitted alongside the Road Safety Audit Response Form and Exception Report to the Head of Transport and Highways for their information.

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Traffic and Road Safety, Communities, Warwickshire County Council

2.0 PROPOSALS

The proposals consist of an off-carriageway cycle route along the west side of a section of the A429 Coventry Road, Warwick between The Paddocks and Primrose Hill, including improvements to several side road junctions off the western side of Coventry Road and the conversion of existing Puffin crossings to Toucan crossings.

3.0 DEPARTURES FROM STANDARD

No departures from standards have been notified.


4.0 ITEMS ARISING FROM PREVIOUS STAGE 1/2 AUDIT

4.1 Previous Road Safety Audits have been carried out on this proposal at stage 1 and stage 1/2 – there are some outstanding issues from those that should be clarified.

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Traffic and Road Safety, Communities, Warwickshire County Council

5.0 ITEMS RAISED AT THIS STAGE 1/2 AUDIT

5.1 PROBLEM	
Location:	Northbound approach to Guys Cross Park Road
Summary:	Potential conflict between pedestrians and cyclists
<p>On the northbound approach to the junction with Guys Cross Park Road, there is currently substantial overgrowth of private property hedges and trees encroaching into the existing footway, which could result in conflict between cyclists and pedestrians.</p>	
	
Recommendation:	
<p>The hedges and trees should be cut back to create the required cycleway / footway width of 2.5m.</p>	


APPENDIX 6

Traffic and Road Safety, Communities, Warwickshire County Council

5.2 PROBLEM	
Location:	Northbound approach to Grand Union Canal Bridge
Summary:	Potential injury to cyclists
<p>On the northbound approach to the canal bridge, there are currently a number of low hanging trees over the existing footway, which could cause injury to cyclists travelling along the cycleway.</p>	
	
Recommendation:	
<p>The tree overhang should be cut back so that it is raised to a height of at least 2.5m.</p>	


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5.3 PROBLEM	
Location:	Coventry Road east side at Station Road
Summary:	Potential hazards for pedestrians and cyclists
<p>At the junction with Station Road, there are several existing issues that could be hazardous for pedestrians and cyclists, as follows:</p> <ul style="list-style-type: none"> ➤ There are two existing road gullies at the junction, one of which could be beneath the proposed road hump at the junction, which could result in flooding in the carriageway and lead to pedestrian slips. ➤ There is an existing street lighting column that could be in the path of cyclists or pedestrians approaching or exiting the proposed new crossing point, which could result in cyclists or pedestrians colliding with the column, particularly during hours of darkness. ➤ At the proposed inset cycle priority crossing, kerb upstands are not clear at points on the road hump remote from the tactile paving crossing. Some cyclists may choose to cross the road hump in a “straight line” away from the inset tactile crossing point which, if there is a relatively high kerb upstand, could result in them becoming unseated and lead to injury. 	
	
Recommendation:	
<p>Road gullies should be relocated at the bottom of road hump ramps, the lighting column should be relocated, and kerb upstands away from the inset crossing point should be set at the minimum that will assist visually impaired pedestrians but not present a hazard for cyclists.</p>	

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5.4 PROBLEM	
Location:	Junction with The Paddocks
Summary:	Potential pedestrian / vehicle conflict
<p>At the junction with The Paddocks, the drawings do not show any tactile paving across the junction. This could lead to a pedestrian stepping out into the junction without realising, and lead to conflict between pedestrians and vehicles entering or emerging from The Paddocks.</p>	
	
Recommendation:	
<p>Tactile paving should be provided across the junction in line with guidance. This may require the relocation of a road gully currently on the likely pedestrian desire line.</p>	

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5.5 PROBLEM	
Location:	Junction with Guys Cross Park Road
Summary:	Potential vehicle / vehicle conflict
<p>At the exit from the junction with Guys Cross Park Road, where vehicles are to be prevented from turning right into Coventry Road, the offside kerb alignment as shown on the drawings is unlikely to prevent drivers from attempting to turn right into Coventry Road. This could result in drivers turning right and coming into conflict with oncoming vehicles and lead to vehicle to vehicle conflict.</p>	
Recommendation:	
<p>The offside kerb layout at the junction exit should be adjusted to ensure that all vehicles turn left when exiting onto Coventry Road.</p>	

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Traffic and Road Safety, Communities, Warwickshire County Council

6.0 AUDIT TEAM STATEMENT

We certify that this road safety audit has been carried out in accordance with GG 119 with some relaxations as per WCC Road Safety Audit procedures.	
Road Safety Audit Team Leader	
Name:	Andy Paul
Signed:	
Position:	Engineer
Date:	14/11/2022
Road Safety Audit Team Member	
Name:	Marcus Alford-Longley
Signed:	
Position:	Senior Engineer
Date:	14/11/2022

APPENDIX 6

Traffic and Road Safety, Communities, Warwickshire County Council

APPENDICES**APPENDIX A****LIST OF DRAWINGS AND DOCUMENTS PROVIDED FOR AUDIT**

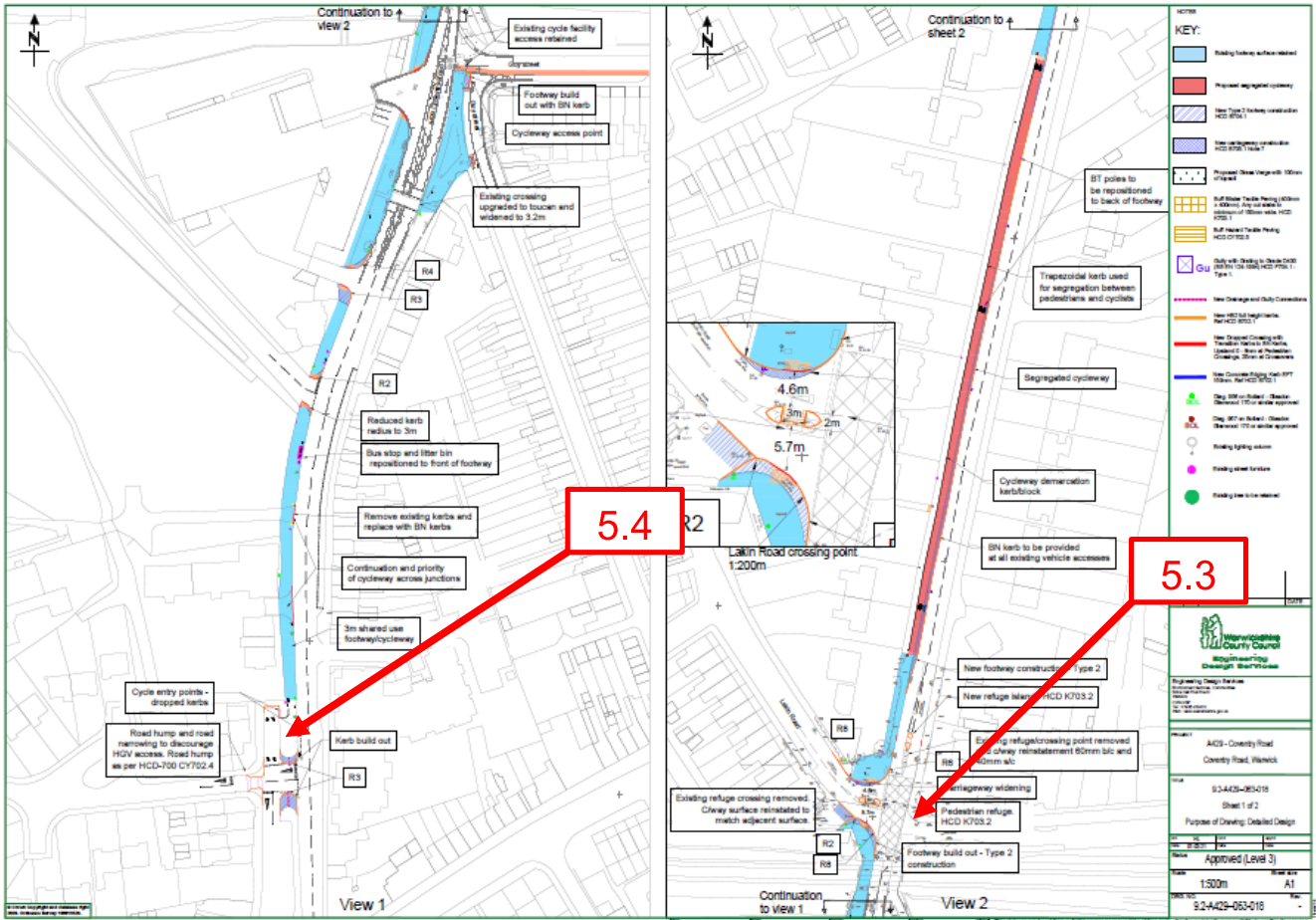
Drawings	
	Drawing number
	9.2-A429—063-018 Detailed Design Sheet 1
	9.2-A429—063-019 Detailed Design Sheet 2
	9.2-A429—063-023 Rev B General Arrangement Sheet 1
	9.2-A429—063-024 Rev B General Arrangement Sheet 2

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Traffic and Road Safety, Communities, Warwickshire County Council

APPENDIX B

LOCATION PLAN OF IDENTIFIED PROBLEMS



5.4

5.3

APPENDIX 7



Our Ref: WCT 01

Communities Group

PO Box 43
Shire Hall
Warwick
CV34 4SX

www.warwickshire.gov.uk

Tel: (01926) 412529

tpu@warwickshire.gov.uk

09 March 2023

Woodloes Cycle Track Order – ‘Drop-in’ evening

Dear Resident,

I would like to invite you to a ‘drop-in’ session at the **Woodloes Tavern** on **Monday 13th March 2023** between **5:00pm – 6:30pm**, where we will be available to review the Cycle Track Order that we are looking to create for part of the **A429 Coventry Road walking, cycling and wheeling scheme**.

We are very grateful to residents and to local and regional stakeholder groups who provided comments on this scheme earlier in the year and we recognise that there are elements of this scheme that some residents have concerns with. We are keen to discuss some of these concerns and explore some refinements that we can make to meet your needs and address your concerns, so that we deliver a scheme that is supported by all.

The Cycle Track Order intended for the Woodloes seeks to create a new section of off-carriageway route parallel to the A429 Coventry Road, formalising a path that is already well used, and this route will be the focus of our discussions.

The scheme is part of the County Council’s programme to develop a network of cycle routes that will make it easier for people (of all ages) to walk and cycle for short local journeys, helping to reduce carbon emissions, improve air quality, tackle congestion and support physical activity. The scheme is being funded by the Government’s Getting Building Fund through Coventry and Warwickshire Local Enterprise Partnership, Sustrans and Warwickshire County Council.

The meeting will be attended by engineering colleagues involved in the scheme, as well as local councillors representing this area of Warwick.

I look forward to seeing you if you can make it,

Yours sincerely,

A handwritten signature in black ink, appearing to be "D. M. M. S.", written over a circular stamp.

Senior Transport Planner

Transport and Highways, Communities Directorate

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.



"I like this – but Active Travel routes need to be plentiful and safe – not just bolted on to roads"
Citizens' Panel member



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 ▶ Network Plans: 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 bike, 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.



Leamington

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

The latest population estimate for residents in Warwick District is 144,909 (2020 mid-year estimate). About 70% of people live in Warwick, Leamington Spa and Whitnash which had a combined population of **95,172 in 2011**. Another 16% of the District's residents live in Kenilworth, which had a population of **22,413 in 2011** and is located approximately 5km north of Warwick and Leamington.

At the 2011 Census, the average age of the population was 39.7, close to the national average (but the lowest in Warwickshire). This is likely to reflect the fact that Warwick District has a large number of full-time students, with many attending the University of Warwick, which has its main campus in Coventry.

Warwick District is the most diverse and has a lower proportion of 'White British' people than other parts of Warwickshire. At 83.4% this proportion is more similar to the 82.7% in the wider West Midlands (metropolitan area and shire counties) than 92.7% for Warwickshire.

The 2011 Census asked residents to rate their own health on a scale of 'very good' to 'very bad'. In Warwick District, 84.5% of residents described their health as 'good' or 'very good' –slightly higher than county and national levels. Similarly, residents were asked to rate the degree to which daily activities are limited by health and/or disability. 6.4% of residents in Warwick District state that their activities are 'limited a lot' – considerably lower than the national average of 8.5% and the county average of 7.7%.

In the 2017/18 Active Lives Survey (Sport England), 52.8% of adults (aged 18+) in Warwick District were classified as overweight or obese (where BMI is greater than or equal to 25kg/m²). This is lower than figures for Warwickshire (62.4%) and England (62%). The same survey showed that 18.3% of Warwick District adults (aged 19+) do not achieve 150 minutes of moderate intensity physical activity per week, and are therefore classed as physically inactive. This is lower than the Warwickshire figures (21.6% are physically inactive) and those for England (22.2%).

Travel Patterns

Between 2001 and 2011 there was a 14.6% rise in the number of cars in Warwick District – an additional 10,039 cars on local roads. This is slightly lower than re countywide trend. Around 40% of households in Warwick District have access to two or more cars. The proportion of households without a car or van decreased from 19.4% to 18.4% between 2001 and 2011 (the county average for households without a car or van is 17.6%, and in England 25.8%).

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; considerably lower than the average of 16.9% in England but higher than the county average of 5.4%. Absolute numbers of people travelling to work by train had increased by around 80% in Warwick District between 2001 and 2011. This may reflect changing work patterns as more people commute further by public transport, made possible by the frequent train services from Warwick, Warwick Parkway and Leamington Spa to Birmingham and London.

Warwick District had good levels of walking and cycling in the 2011 Census; 12% of people walked to work and 3.2% cycled. These are slightly higher than England figures (foot 10.7%, cycling 3%) and Warwickshire figures (foot 10.2%, cycling 2.5%).

In 2016, the Department for Transport calculated average minimum travel times in different local authorities to a range of 8 key services (employment, primary school, secondary school, further education, GP, Hospital, food store and town centre). Although there is wide variability in distribution of services, the journey times are useful indicators of accessibility and the number of local services which are within a '15-minute neighbourhood'. In Warwick District the average minimum journey time to reach 8 key services by bicycle is 13.3 minutes (compared to Warwickshire and England averages of about 15 minutes).

Travel habits in the 2018/19 Active Lives Survey (Sport England) showed:

- 22.3% of adults in Warwick District walk at least three times a week (compared to 13.6% for Warwickshire and 15.1% for England)
- 2.5% of adults in Warwick District cycle at least three times a week (compared to 1.6% for Warwickshire and 2.3% for England).

Road Safety

Table W1 shows that there have been substantially more cyclist casualties in Warwick District in the last five years 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

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.

Figures W1 and W2 map the locations of all collisions, and this information has been used to focus on specific areas and to support proposals for future infrastructure to improve road safety outcomes.

Figure W1: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Kenilworth

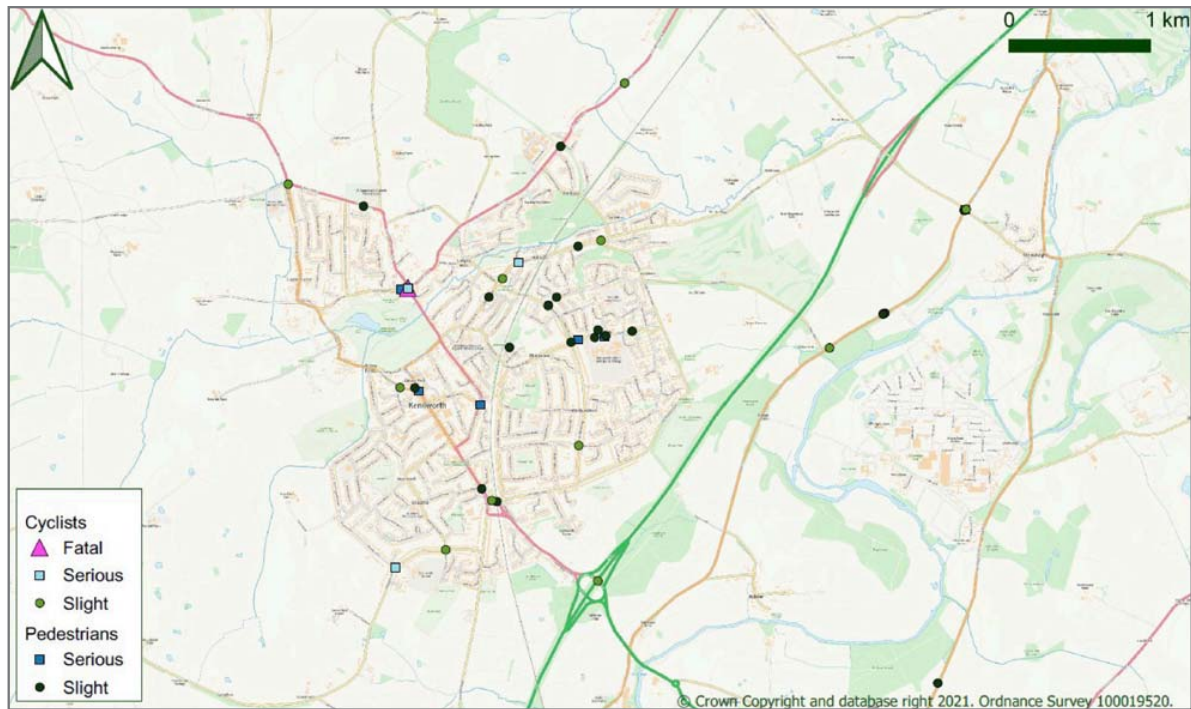
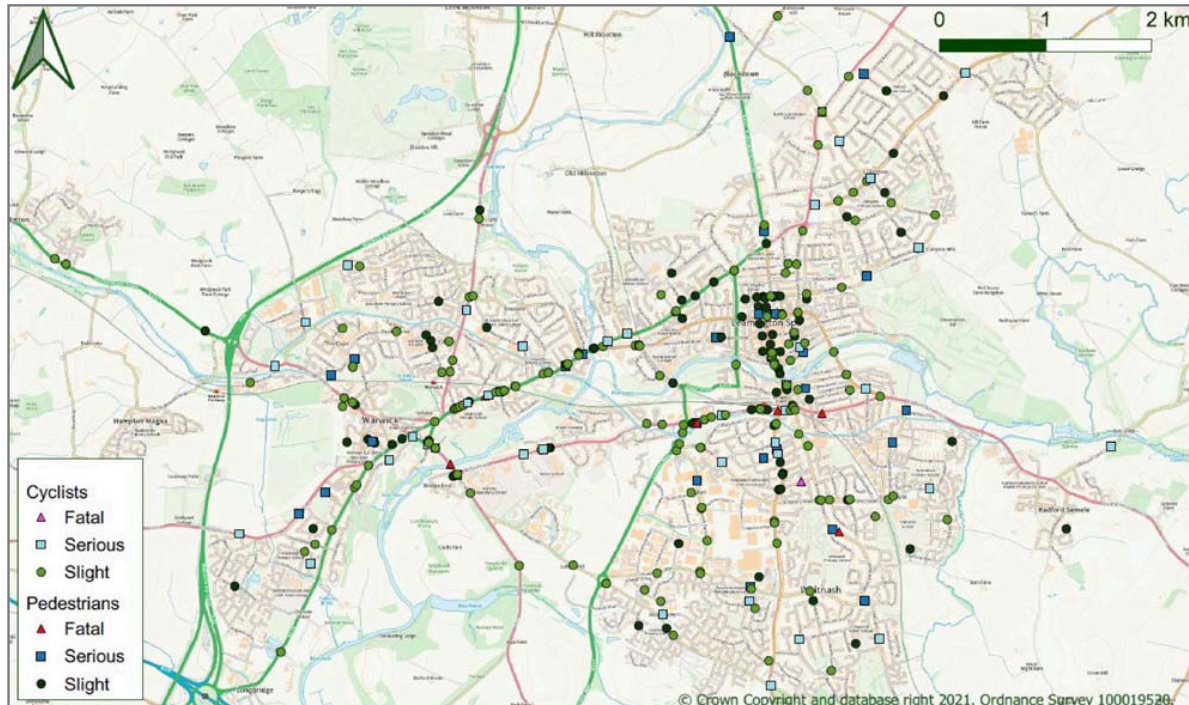


Figure W2: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Warwick, Leamington Spa and Whitnash



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

Physical barriers

Figure W3: barriers to walking and cycling around Kenilworth, Warwick, Leamington Spa and Whitnash

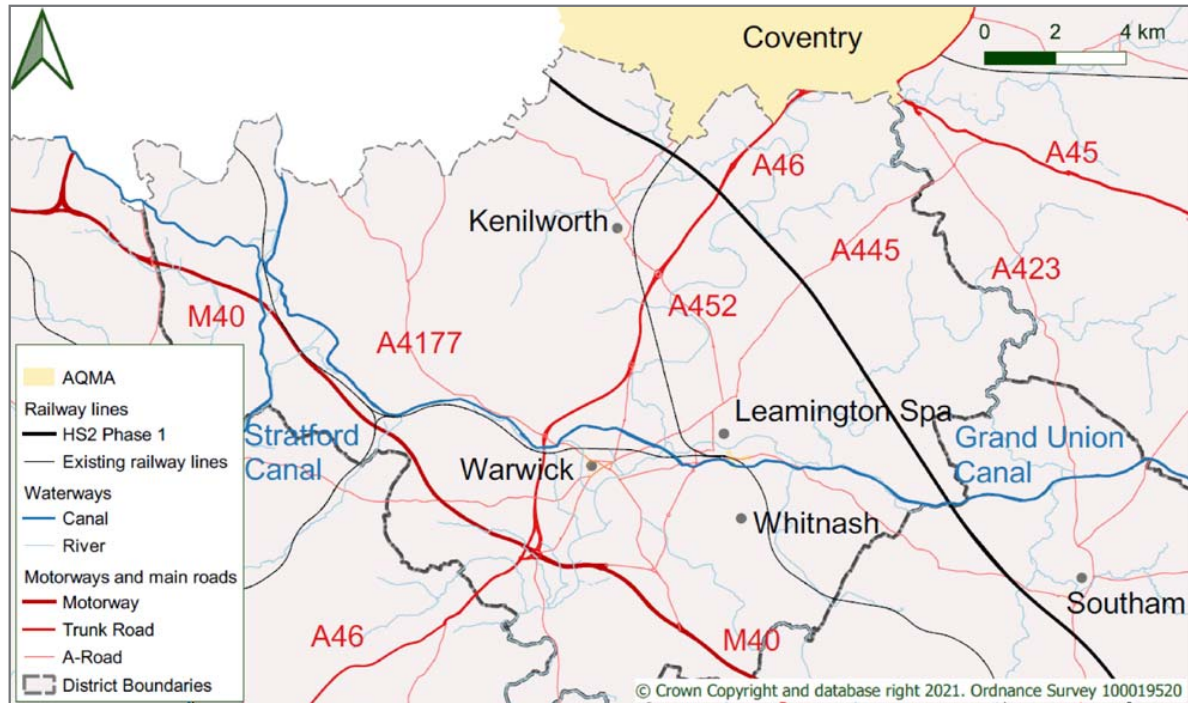


Figure W3 shows the main barriers to walking and cycling movements; main roads and motorways; rivers and canals; and railways, including HS2. These barriers can cause community severance and ‘funnel’ pedestrians and cyclists (and motor traffic) into a limited number of crossing points.

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.



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 contraflow 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 High Street**. 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. This is one phase of a wider project to improve connectivity into and through the town centre.

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	<ul style="list-style-type: none"> The main pedestrianised shopping streets within the main urban centre
Primary Walking Routes	<ul style="list-style-type: none"> Urban centre shopping streets with greater than 30 shops Main shopping street in local town centres with greater than 20 shops
Secondary Walking Routes	<ul style="list-style-type: none"> More than 5 shops Entrance to schools Entrance to Hospitals Entrance to large supermarkets Outside transport interchanges
Link Footways	<ul style="list-style-type: none"> Local shops/ retail premises Religious meeting places Industrial estates
Local Access Footways	<ul style="list-style-type: none"> Residential homes or care homes 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.

In 2018, it was estimated that the total length of dedicated cycling infrastructure (off-carriageway or on-carriageway) was 36km within Leamington and Warwick (see Figure W4). The urban cycle network is a mixture of on-carriageway cycle lanes, shared use footways / cycle tracks adjacent to main roads and shared use paths through open spaces.

Although the cycle network within Warwick and Leamington is fairly extensive, 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 also 20mph zones in Leamington and Warwick town centres, as well as some residential areas, which provide improved on-carriageway cycling conditions and contribute towards the overall cycle network.



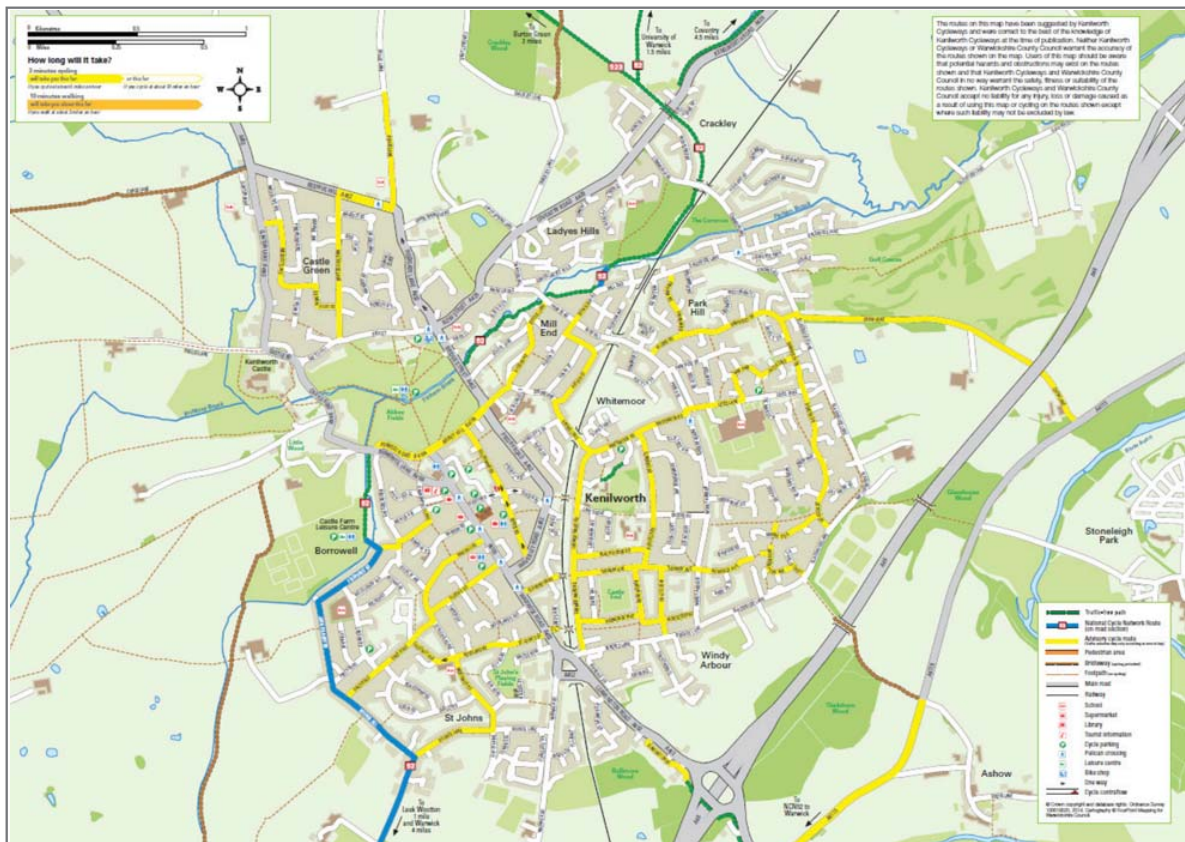
Figure W4: Warwick and Leamington Cycling Map, 2015



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/ 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)

Figure W5: Kenilworth Cycling Map, 2014



There are various National Cycle Network routes running through Warwick District:

- NCN41 (Bristol – Rugby): connecting Leamington and Warwick to Stratford and Rugby
- NCN 52 (Warwick – Coalville): connecting Warwick to Kenilworth, Warwick University and Coventry, although this has a missing link in the centre of Kenilworth
- NCN 523 (Kenilworth Greenway): between Kenilworth and Balsall Common in Solihull (although cycle access only as far as Burton Green)

The Grand Union Canal is already available for walking and cycling, and there is potential for more journeys between Hatton, Warwick and Leamington Spa and Radford Semele, although surface condition and towpath widths are variable, and there are currently steps at many of the access points. Local bridleways also provide links between Warwick, Hatton and Kenilworth. Warwickshire has a number of circular on-road leisure cycle routes that are partially signed (using brown signs in one direction) including the Warwick – Leamington – Wellesbourne 25-mile loop.

Key missing links in Warwick District include Kenilworth to Leamington via the A452, extension of the Emscote Road cycle route to Leamington town centre and a link from Cubbington / Lillington to Leamington town centre.

There is currently a reasonable provision of public cycle parking in town centres and railway stations although cycle parking is more limited in village centres and at local shopping parades.

The railway stations in Warwick District vary in terms of accessibility for pedestrians although all have good cycle parking provision. 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
Warwick	Steps	40 spaces, covered, CCTV
Warwick Parkway	Step-free	28 spaces, covered, CCTV

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 'Knuckle' 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:

- Leamington Spa - forecourt and underpass improvements by Warwickshire County Council in partnership with the Station Facility Operator (currently Chiltern Railways) including an improved passenger entrance, upgrade of existing pedestrian underpass and better cycle parking facilities.
- 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 W3 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)

During 2021, Warwickshire County Council started to roll out an ambitious Safe and Active Travel programme to promote and support road safety and active travel activities in local schools, including 22 primary schools in Stratford-on-Avon District. Site audits have been undertaken and will be used to review existing facilities and networks, particularly pedestrian improvements. It is planned to extend the Safe and Active Travel programme to workplaces and community hubs in future.



2. Local viewpoints on walking and cycling

Warwickshire LCWIP Commonplace Survey

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)
Cycle 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 bike, as well as horse-riders, in Warwickshire. It also set out the aspirations for providing better facilities and highlights the scale of investment required to encourage more active travel in future. The data has been used at a local level to inform the route choices and priorities for the proposed Warwick, Leamington and Kenilworth walking and cycling networks, and has also been 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

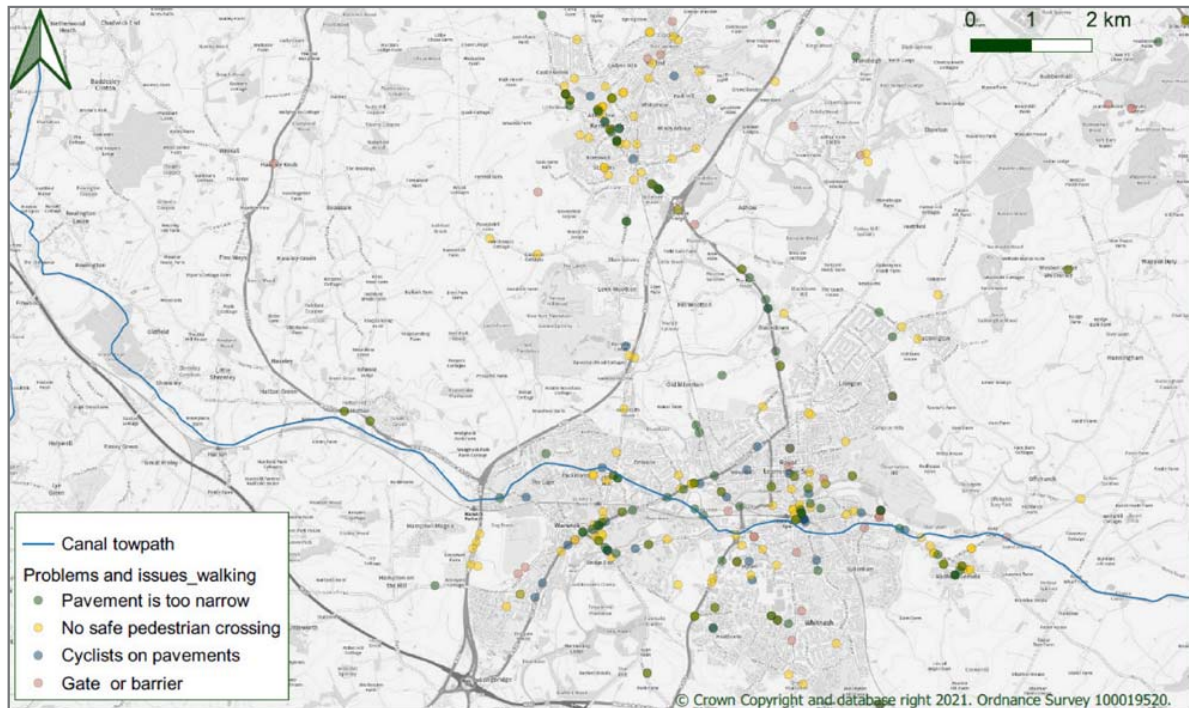


Figure W7: Warwickshire LCWIP Survey: cycling issues in Warwick, Leamington Spa and Kenilworth

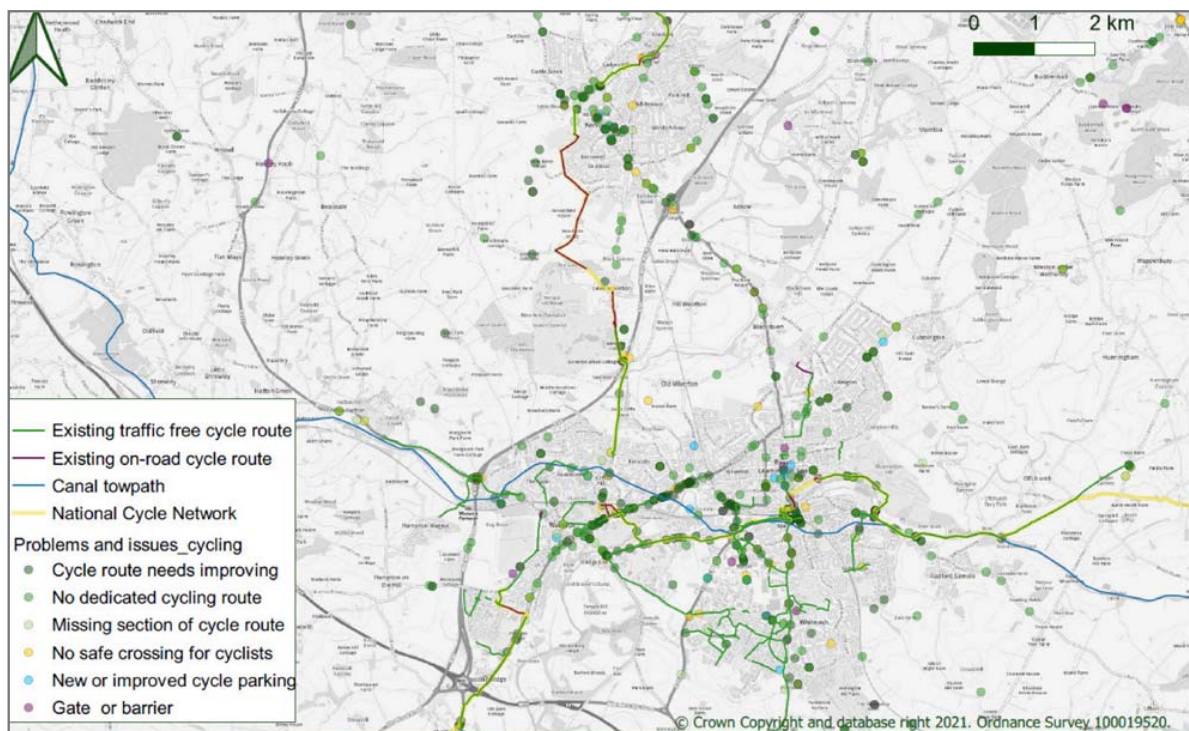
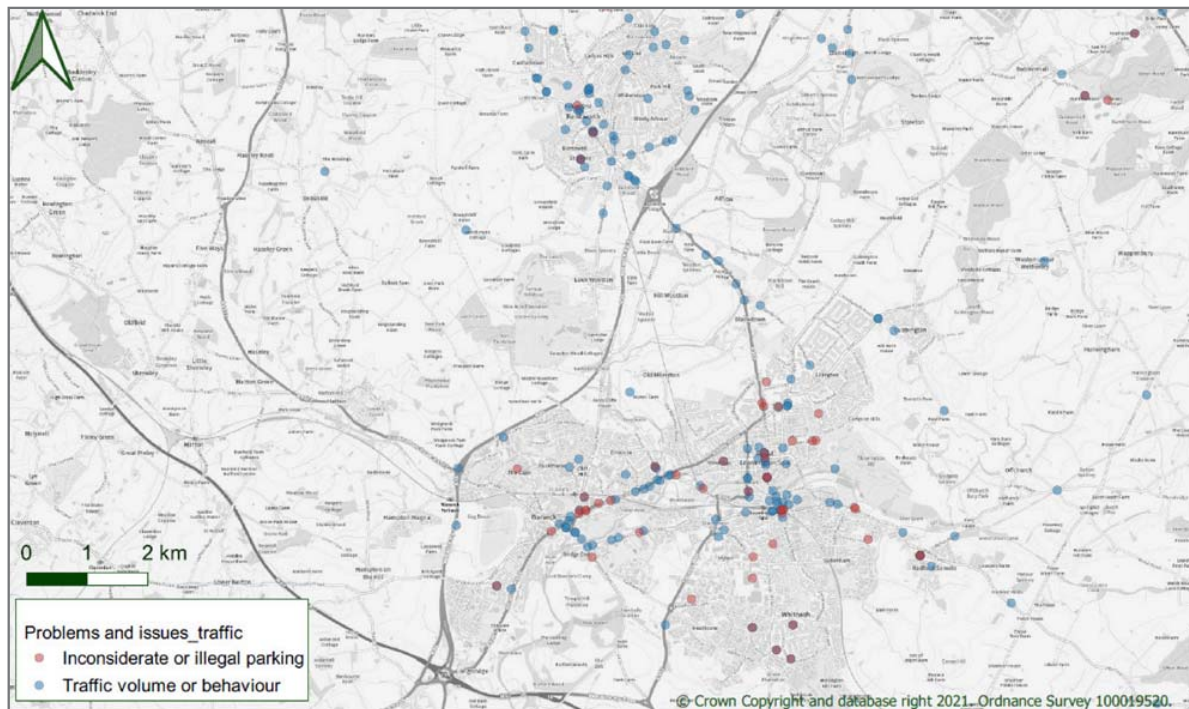


Figure W8: Warwickshire LCWIP Survey: traffic issues in Warwick, Leamington Spa and Kenilworth



Other local feedback

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.

Further detailed feedback is expected via school, community and workplace travel surveys to be undertaken in 2022 as part of Warwickshire County Council's Safe and Active Travel programme.

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.

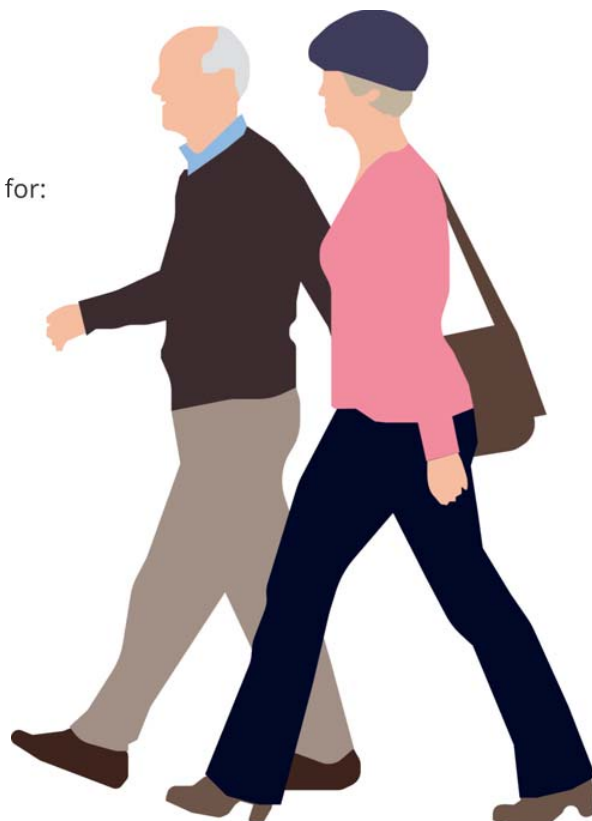
The Neighbourhood Development Plan (NDP) process usually includes intensive community engagement led by the community (mostly parish or town councils). This provides an opportunity to understand local viewpoints on a range of topics, particularly walking and cycling, and to reflect this in local development 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.

North Warwickshire NDPs have therefore been used as an additional source of information on local views and policy background for this LCWIP. These include ‘Made’ (adopted) Neighbourhood Plans for:

- **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:

- **Bishop’s Tachbrook**
- **Burton Green**
- **Lapworth**
- **Old Milverton & Blackdown**



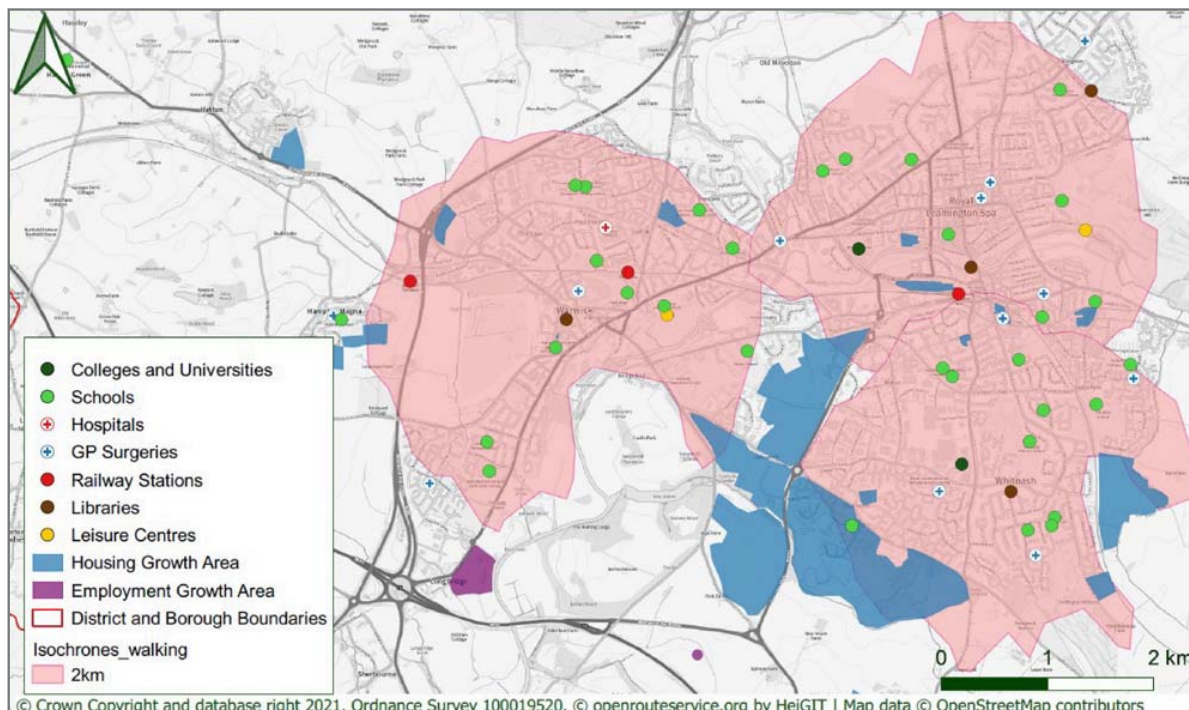
3. Warwick Walking Infrastructure Plan

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 1mile 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.

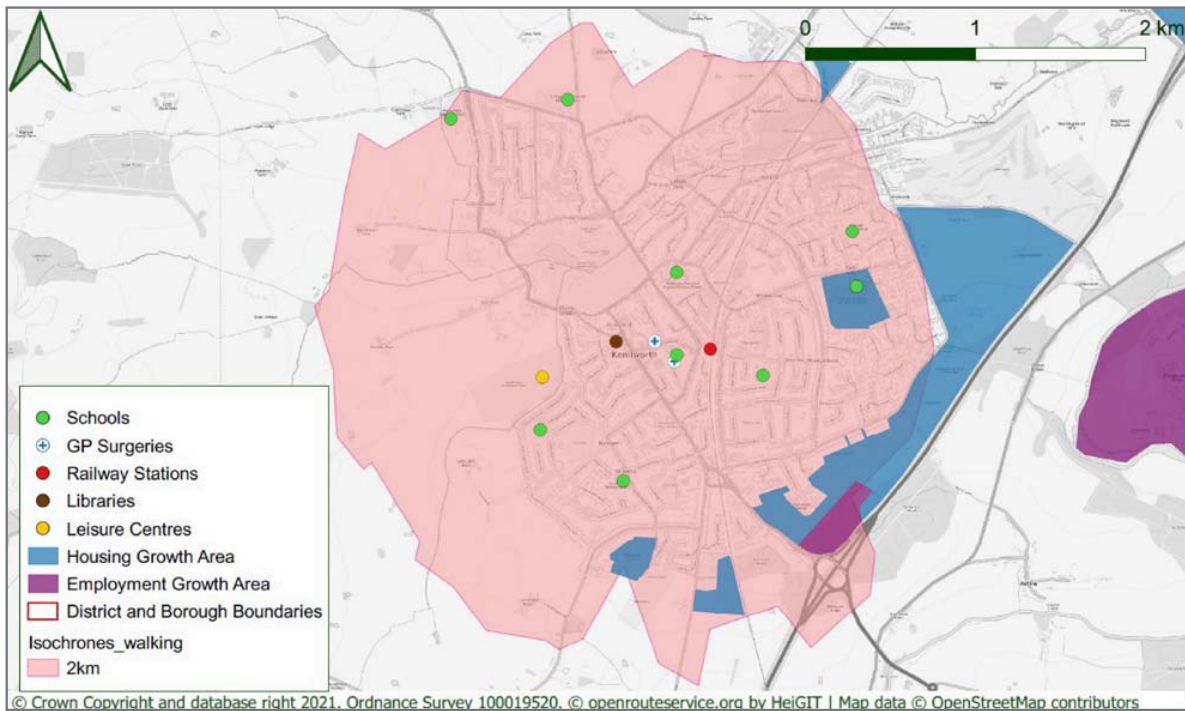
Figure W10: potential for walking: 2km walking zone around Warwick, Leamington Spa and Whitnash



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.

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.

Table W5 lists specific walking focus areas (or ‘core walking zones’) as well as proposed walking (and cycling) routes, and includes some schemes with dedicated funding that are already in the pipeline. For potential schemes, that are not considered as 3rd party responsibility, next steps will include analysing relevant Safe and Active Travel Programme school site audits, carrying out walking audits and commissioning surveys and feasibility studies 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’.

Figure W12 and Table W5 provide a high level overview of proposals for walking infrastructure in the Warwick District area comprising:

- Core Walking Zones (**Z**) - specific walking focus areas in town centres; a combination of prestige walking zone and primary walking route categories identified in the Council's footway hierarchy (Table W2).
- 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. Improvements to accommodate horse-riding will be considered where possible.

For potential schemes, that are not considered as 3rd party responsibility, next steps will include analysing relevant Safe and Active Travel Programme school site audits, carrying out walking audits and commissioning surveys and feasibility studies 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'.

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 and the establishment of school streets, quiet lanes and low traffic neighbourhoods.

Figure W12: Proposals for walking infrastructure in Warwick District

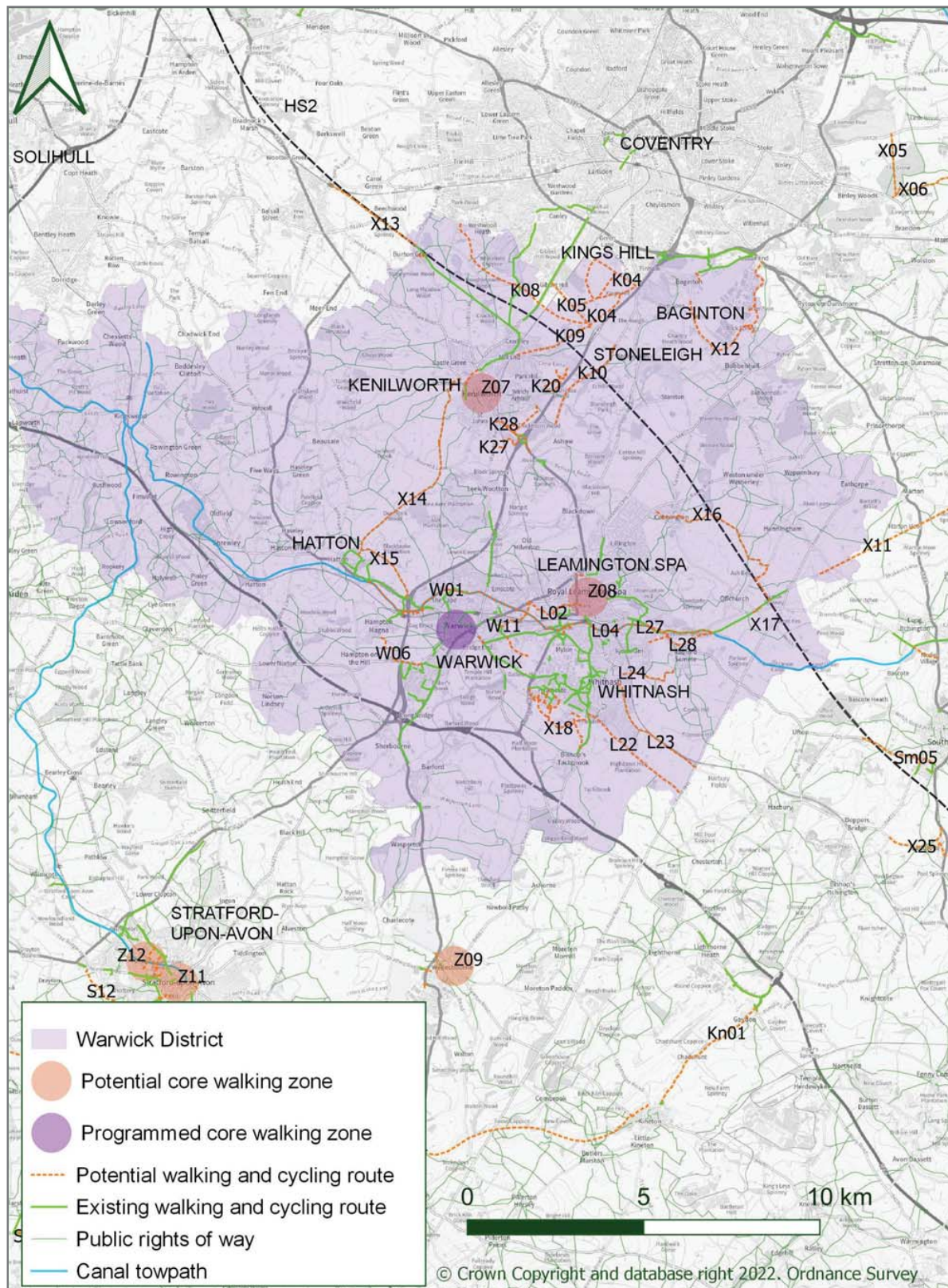


Table W5: Proposals for walking infrastructure in Warwick District

Ref	Scheme	Type
	Programmed schemes	
	Warwick Town Centre	Core walking zone
	Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	New and upgraded footway adjacent to road and crossings
	A452 Europa Way	New and upgraded footway adjacent to road
	Myton Green and Heathcote Sustainable Urban Extension	Cycle track/ path on open space
	Woodloes Avenue South, Warwick	Cycle track/ path on open space
	St Nicholas Park	Cycle track/ path on open space
	Lias Line Phase 1, Offchurch - Long Itchington	Cycle track/ path on open space
	Stoneleigh Road (Dalehouse Lane to A46)	New footway/ cycle track adjacent to road
	(K2L) A452 Kenilworth to Leamington, south of B4115	New and upgraded footway/ cycle track adjacent to road and crossings
	(K2L) B4115 / Rocky Lane, Kenilworth	New footway/ cycle track adjacent to road
	Coventry Gateway South	New footway/ cycle track adjacent to road
	Footbridge: Clarke's Avenue to Farmer Ward Road	Cycle track/ path on open space
	Leyes Lane/ Glasshouse Lane	New and upgraded footway/ cycle track adjacent to road and crossings
	Potential schemes	
	Warwick	(Please see Fig W20 for details)
W01	Grand Union Canal (Hatton - Emscote)	Cycle track/ path on open space
W03	Warwick Parkway Station access	Cycle track/ path on open space and on-carriageway cycle route
W06	Hampton Magna connections via new development	Widened/ upgraded footway adjacent to road and cycle track/ path on open space
W08	Banbury Road bridge	Cycle track/ path on open space
W10	Myton path (Myton Road - Technology Park)	Cycle track/ path on open space
W11	River Avon Path (St Nicholas Park/ Pickard Street to Portobello Bridge)	Cycle track/ path on open space
	Leamington	
Z08	Leamington Town Centre	Core walking zone
L01	River Leam Path (Portobello Bridge to Prince's Bridge)	Cycle track/ path on open space
L02	River Leam Path (Prince's Bridge to Adelaide Bridge, with link to Milverton)	Cycle track/ path on open space

Table W5: Proposals for walking infrastructure in Warwick District

Ref	Potential schemes	Type
Leamington		
L04	Grand Union Canal (Emscote - Offchurch Greenway)	Cycle track/ path on open space
L05	Fords Fields path (Queensway - NCN41)	Cycle track/ path on open space
L11	A445 Lillington Avenue/ Binswood Avenue	Crossings
L19	Windmill Road - Leamington Cemetery	Cycle track/ path on open space and on-carriageway cycle route
L22	Leamington - Lighthorne Heath and Gaydon	New footway/ cycle track adjacent to road, cycle track/ path on open space and on-carriageway route
L23	Golf Lane Bridleway, Whitnash	Cycle track/ path on open space
L24	Bridleway (Greenfield Road - Radford Semele)	Cycle track/ path on open space
L26	Disused railway (Radford Road - Calder Walk)	Cycle track/ path on open space and on-carriageway cycle route
L27	A425 Radford Road/ Southam Road (Radford Semele - Leamington)	Widened/ upgraded footway adjacent to road and ramps
L28	Offchurch Lane: Radford Semele -Grand Union Canal	New footway/ cycle track adjacent to road
Kenilworth		
Z07	Kenilworth Town Centre	Core walking zone
K04	Kings Hill development including spine road and Kings Hill Lane	New footway/ cycle track adjacent to road and on-carriageway cycle route
K05	Stoneleigh Road (Gibbet Hill - Kings Hill Lane)	New footway/ cycle track adjacent to road
K06	Stoneleigh Road (Kings Hill Lane to Dalehouse Lane)	New footway/ cycle track adjacent to road
K08	A46 University of Warwick Strategic Link Road	New footway/ cycle track adjacent to road
K09	Dalehouse Lane	New footway/ cycle track adjacent to road
K10	B4115 Ashow Road near Stoneleigh Business Park (Rocky Lane to Stoneleigh)	New footway/ cycle track adjacent to road
K11	Burton Green (Kenilworth Greenway NCN 523)	Cycle track/ path on open space
K14	Abbey Fields	Cycle track/ path on open space and crossings
K20	East Kenilworth development - new roads	New footway/ cycle track adjacent to road
K21	East Kenilworth development - greenways	Cycle track/ path on open space

Table W5: Proposals for walking infrastructure in Warwick District

Ref	Potential schemes	Type
	Kenilworth	
K22	Thickthorne development	New footway/ cycle track adjacent to road
K27	Paths, Bullimore Wood	Cycle track/ path on open space
K28	(K2L) A452 Kenilworth to Leamington, north of B4115	Cycle track/ path on open space and crossings
	Cross-county leisure routes	
X11	Lias Line (NCN41) Offchurch - Birdingbury	Cycle track/ path on open space
X12	Baginton Community Park	Cycle track/ path on open space
X13	Kenilworth Greenway (NCN523) (Burton Green - Berkswell)	Cycle track/ path on open space
X14	Bridleway between Hatton and Kenilworth	Cycle track/ path on open space
X15	Bridleway between Hatton and Warwick	Cycle track/ path on open space
X16	HS2 Cycle Link: Cubbington to Offchurch	Cycle track/ path on open space
X17	Offchurch Greenway (NCN41) Welsh Road	Cycle track/ path on open space
X18	Tachbrook Country Park, and Heathcote	Cycle track/ path on open space



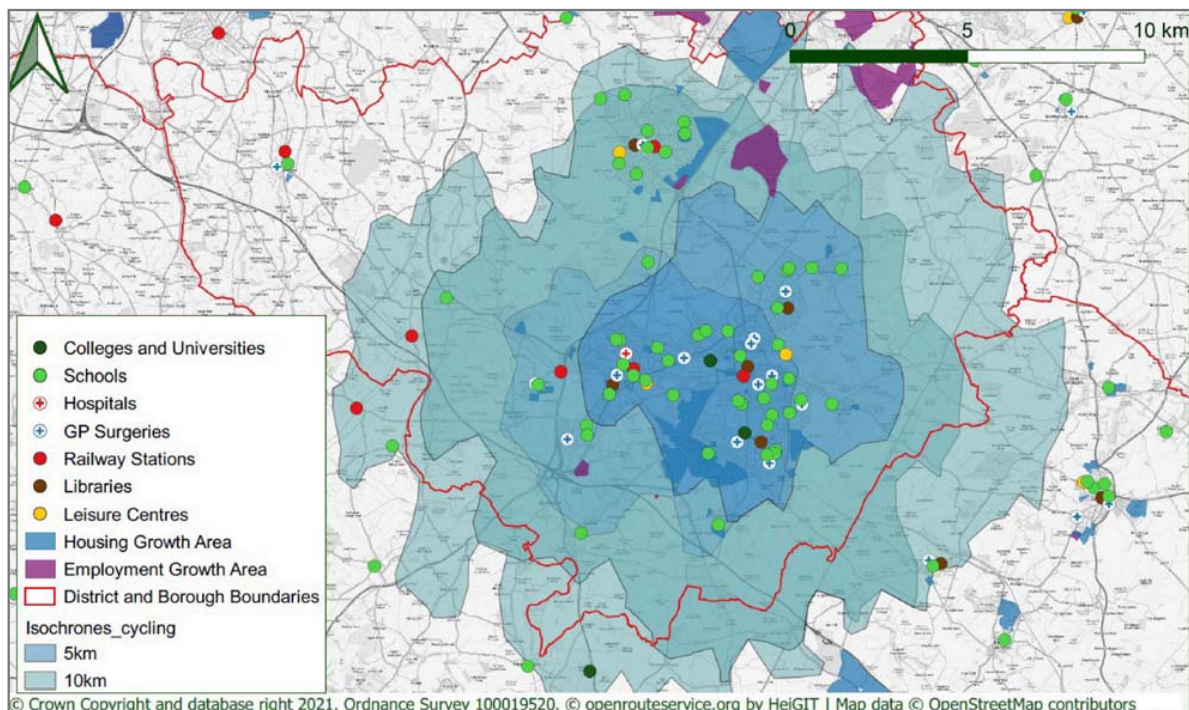


4. Warwick Cycling Infrastructure Plan

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 3miles 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

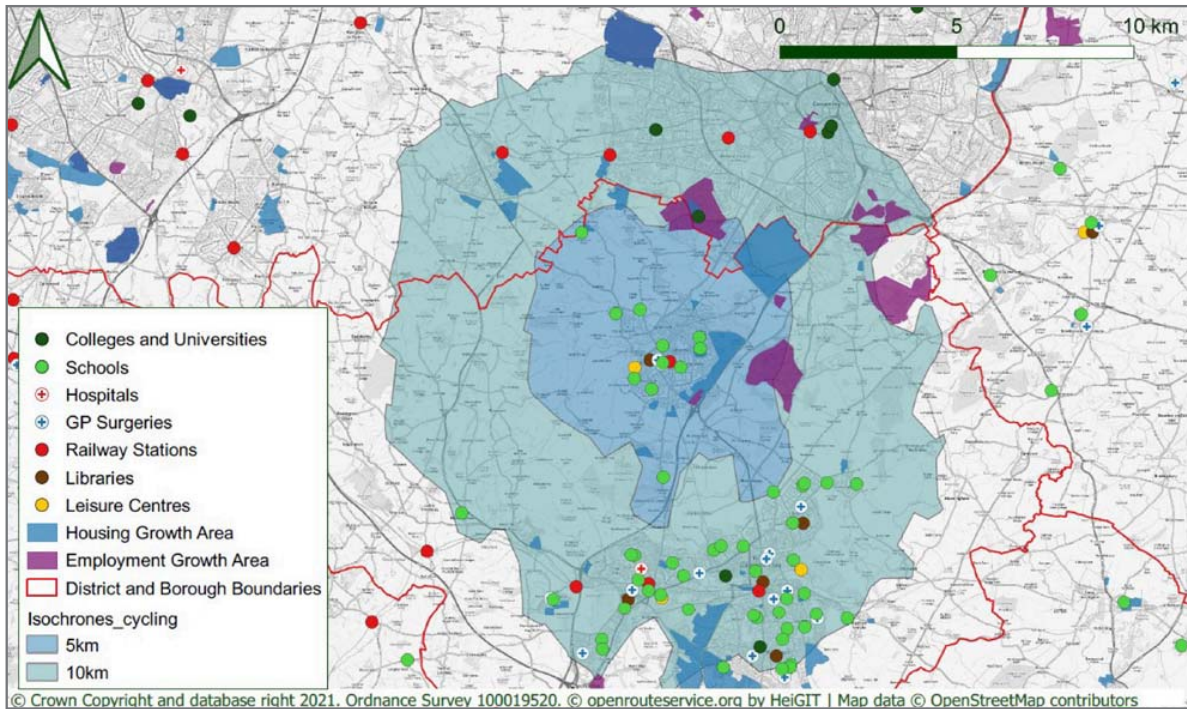


The maps also show key destinations, including sites identified for housing and employment growth, and existing journey attractors such as schools, health centres and railway stations and large employment sites. Significant residential growth is planned for Warwick District, which will largely be located 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 - 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.

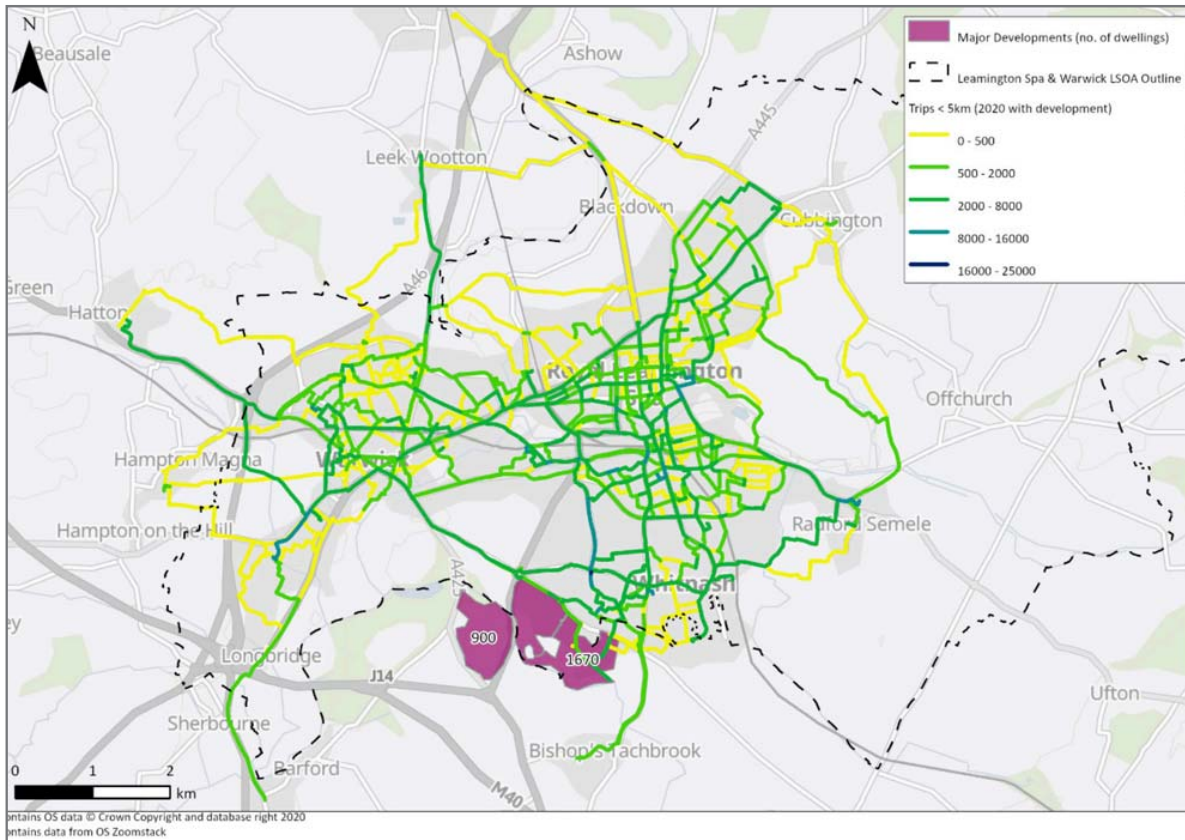
PJA used Mobile Network Data (MND) to identify current motorised vehicle trips under 5km. A move from motorised modes to active travel modes would translate into physical activity benefits and decongestion benefits, both valued by DfT's Transport Appraisal Guidance (TAG).

TEMPRO 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.

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.

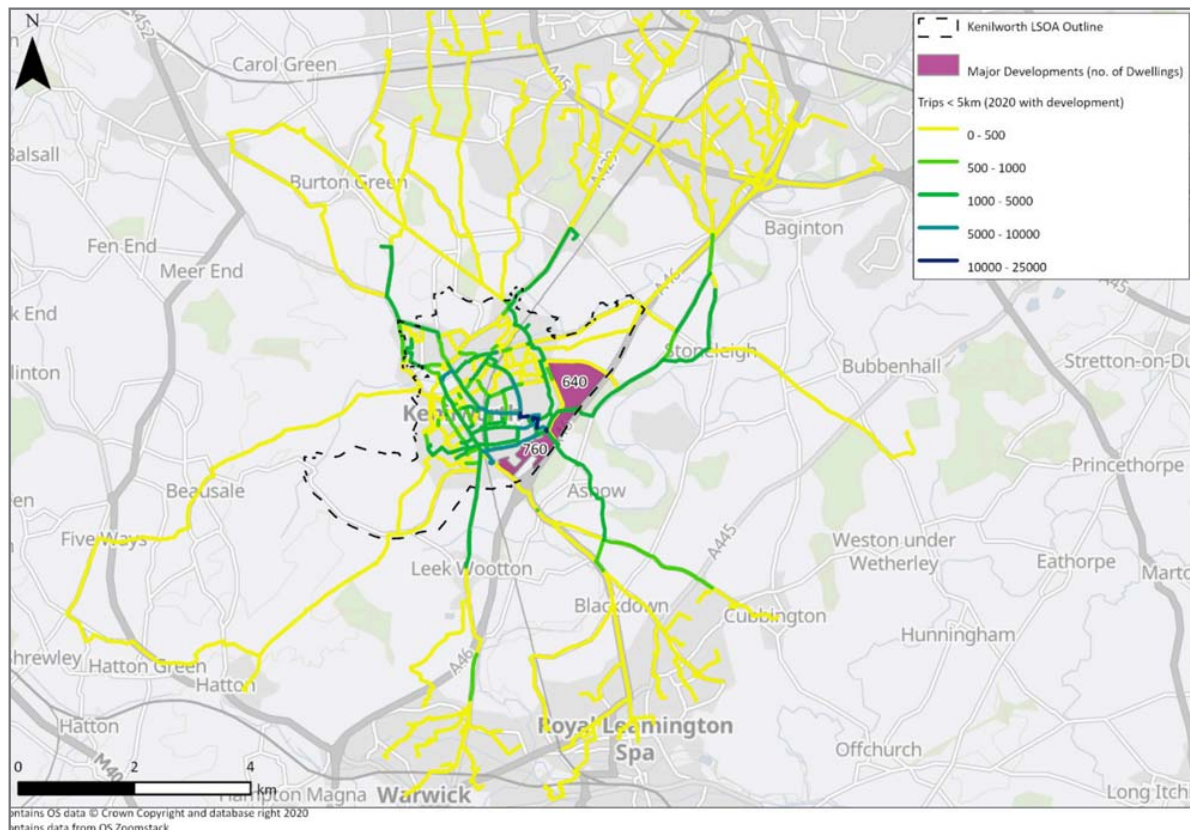
Figure W15: potential for cycling: short trips, Warwick and Leamington



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 W15), 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 Gibbet 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.

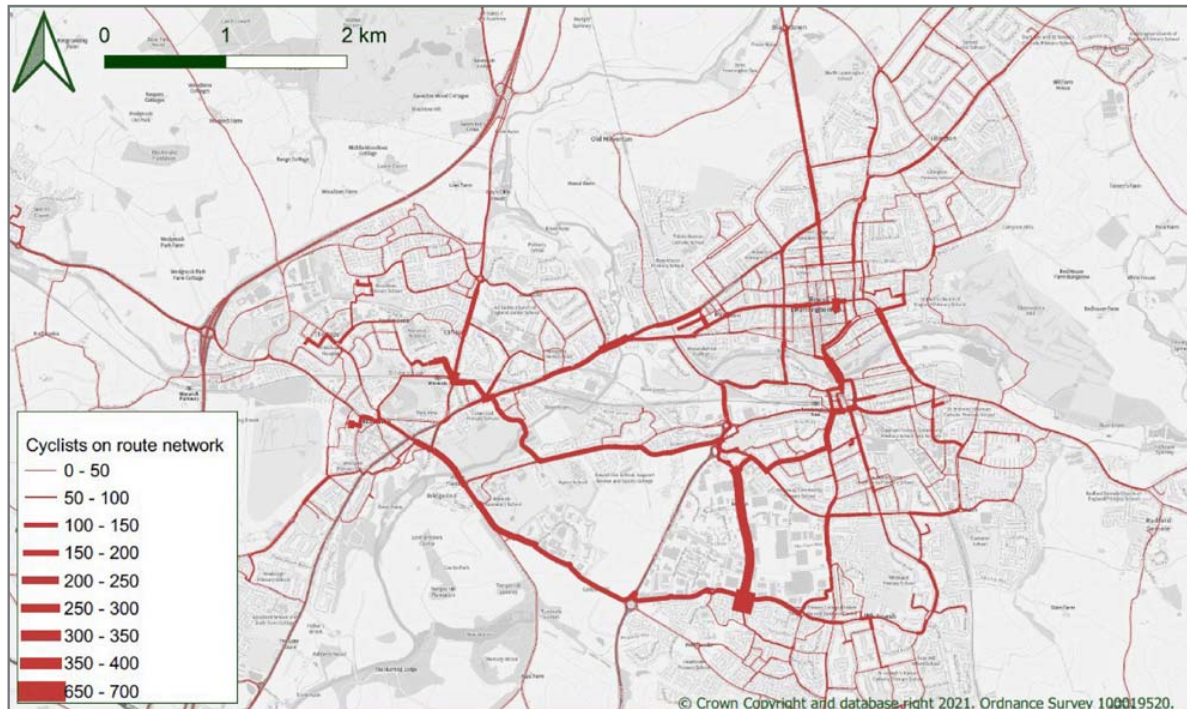
Potential for cycling - travel demand (propensity to cycle)

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

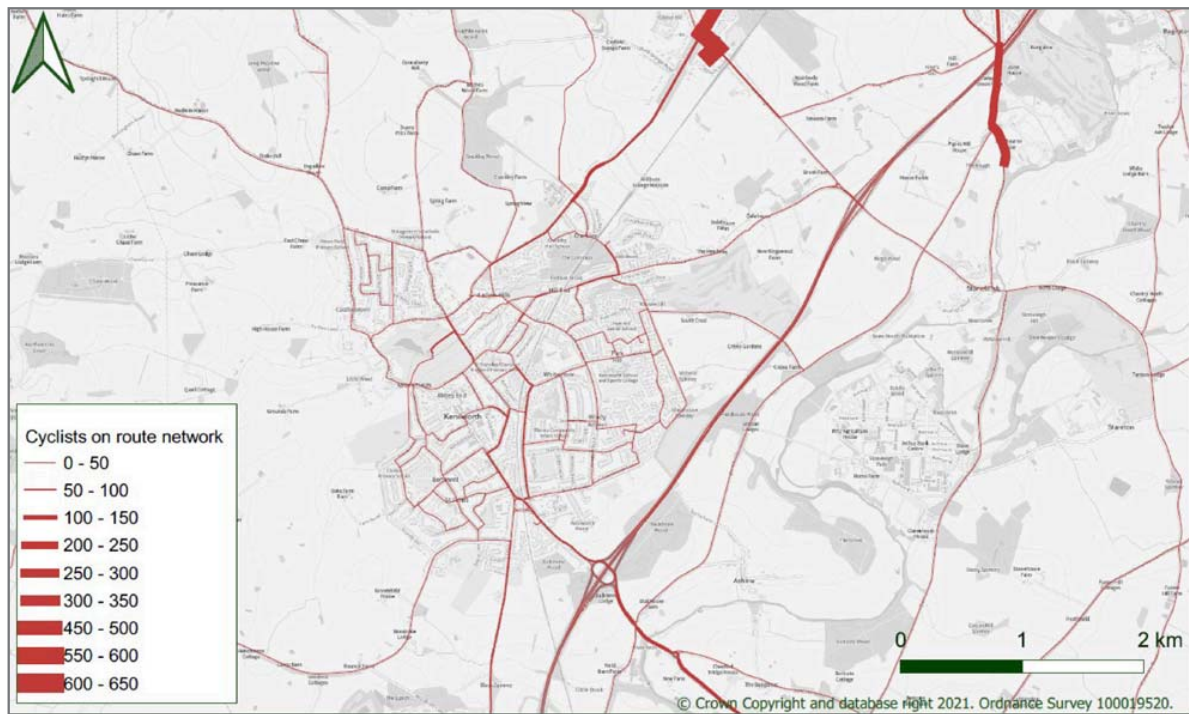


The PCT indicates greatest demand for cycling along the following routes:

- 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 leisure 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, quiet lanes and low traffic neighbourhoods. 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.

For potential schemes, that are not considered as 3rd party responsibility, next steps will include analysing relevant Safe and Active Travel Programme school site audits, 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

not considered as 3rd party responsibility, next steps will include analysing relevant Safe and Active Travel Programme school site audits, 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 3rd 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 leisure routes

Ref	Cross-county leisure routes	Type
	Programmed schemes	
	Lias Line Phase 1, Offchurch - Long Itchington	Cycle track/ path on open space
	Potential schemes	
X11	Lias Line (NCN41) Offchurch - Birdingbury	Cycle track/ path on open space
X12	Baginton Community Park	Cycle track/ path on open space
X13	Kenilworth Greenway (NCN523) (Burton Green - Berkswell)	Cycle track/ path on open space
X14	Bridleway between Hatton and Kenilworth	Cycle track/ path on open space
X15	Bridleway between Hatton and Warwick	Cycle track/ path on open space
X16	HS2 Link: Cubbington to Offchurch	Cycle track/ path on open space
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

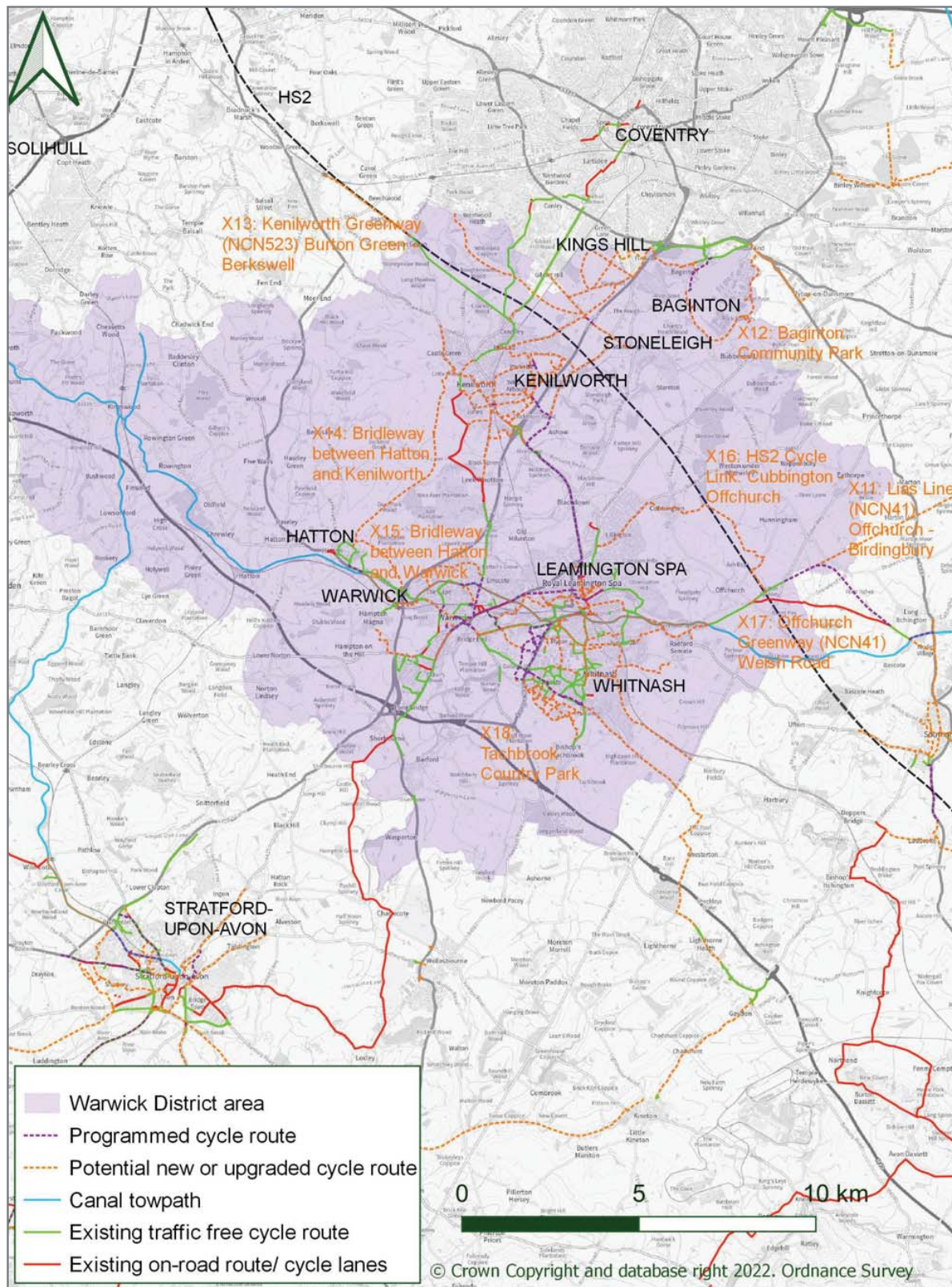


Figure W20: Indicative Cycle Network for Warwick

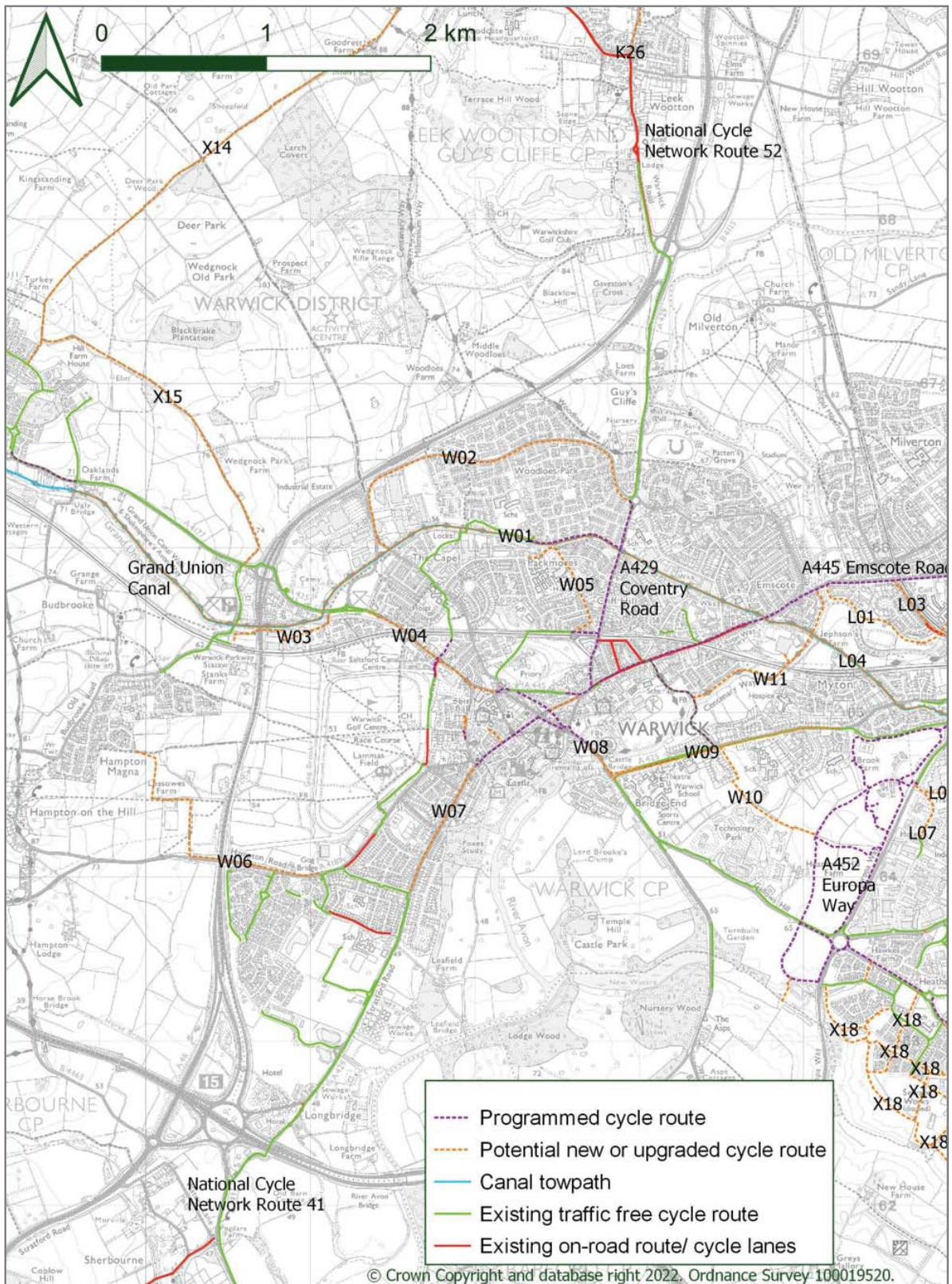


Table W7: Proposed cycle schemes in Warwick

Ref	Warwick	Type
Programmed schemes		
	Myton Green and Heathcote Sustainable Urban Extension	Cycle track/ path on open space
	A4177 Birmingham Road, Hatton	Widened/ upgraded footway adjacent to road
	Woodloes Avenue South, Warwick	Cycle track/ path on open space
	Warwick Town Centre	Core walking zone
	St Nicholas Park	Cycle track/ path on open space
	A429 Coventry Road	Widened/ upgraded footway adjacent to road, cycle track/ path on open space and crossings
	A445 Emscote Road (Warwick - Leamington)	Widened/ upgraded footway adjacent to road
	Vittle Drive / Ansell Way	Widened/ upgraded footway adjacent to road and crossings
Potential schemes		
W01	Grand Union Canal (Hatton - Emscote)	Cycle track/ path on open space
W02	Primrose Hill	Widened/ upgraded footway adjacent to road
W03	Warwick Parkway Station access	Cycle track/ path on open space and on-carriageway cycle route
W04	A425 Saltisford/ Birmingham Road	Widened/ upgraded footway adjacent to road
W05	Warwick Station - Hospital	On-carriageway cycle route
W06	Hampton Magna connections via new development	Widened/ upgraded footway adjacent to road and cycle track/ path on open space
W07	A429 Stratford Road,	Widened/ upgraded footway adjacent to road
W08	Banbury Road bridge	Cycle track/ path on open space
W09	Myton Road	Widened/ upgraded footway adjacent to road and cycle track/path
W10	Myton path (Myton Road - Technology Park)	Cycle track/ path on open space
W11	River Avon Path (St Nicholas Park/Pickard Street to Portobello Bridge)	Cycle track/ path on open space

Figure W21: Indicative Cycle Network for Leamington Spa and Whitnash

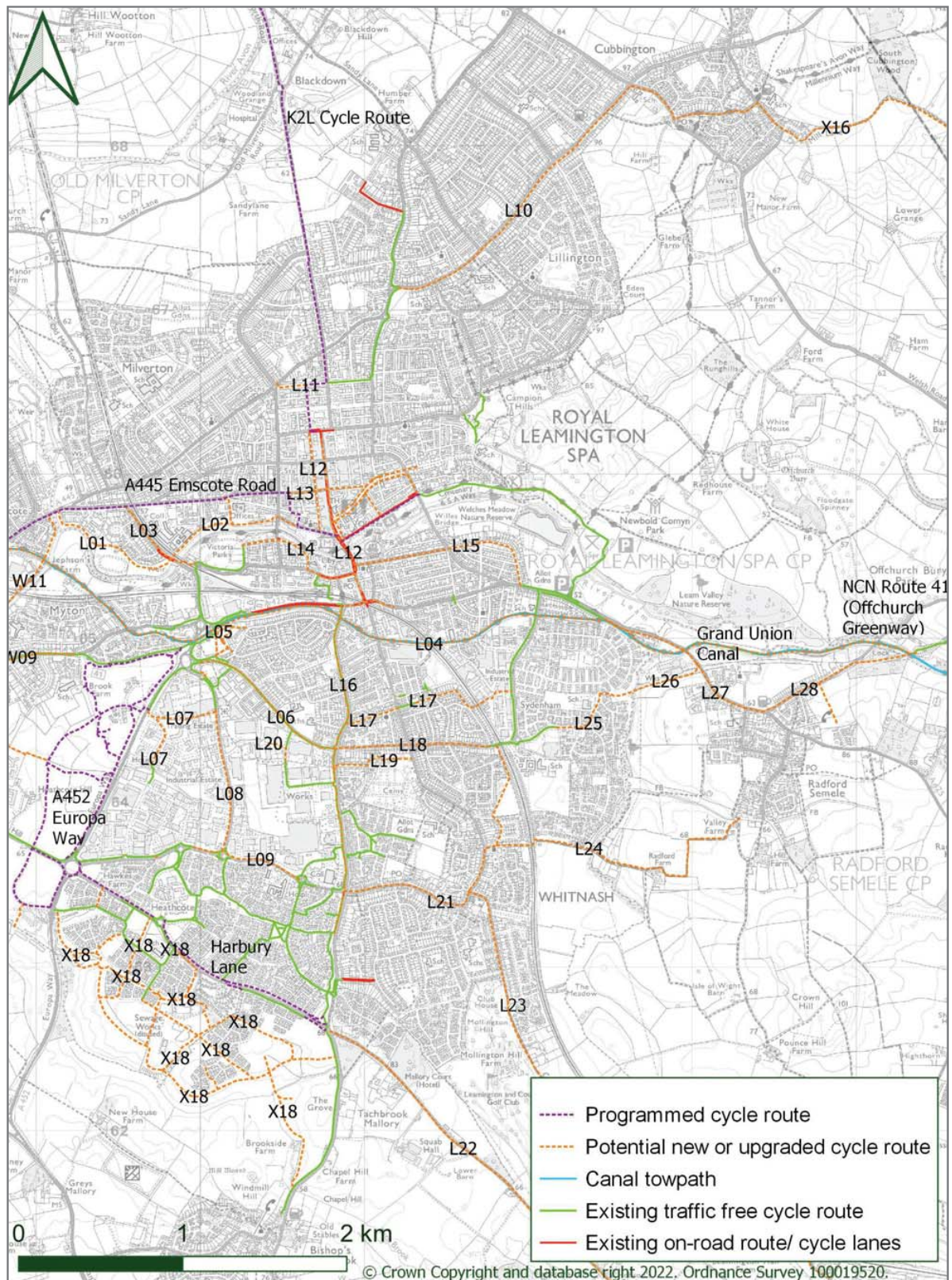


Table W8: Proposed cycle schemes in Leamington and Whitnash

Ref	Leamington and Whitnash	Type
Programmed schemes		
	Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	New and upgraded footway adjacent to road and crossings
	A452 Europa Way	New and upgraded footway adjacent to road
	(K2L) A452 Kenilworth Road (Leamington Spa Town Centre)	New segregated cycle track and crossing
	Newbold Terrace	On-carriageway cycle route and crossings
	The Places: Dormer Place, Augusta Place, Portland Place East, Portland Street, Regent Street	On-carriageway cycle route and crossings
Potential schemes		
L01	River Leam Path (Portobello Bridge to Prince's Bridge)	Cycle track/ path on open space
L02	River Leam Path (Prince's Bridge to Adelaide Bridge, with link to Milverton)	Cycle track/ path on open space
L03	A452 Princes Drive	Widened/ upgraded footway adjacent to road
L04	Grand Union Canal (Emscote - Offchurch Greenway)	Cycle track/ path on open space
L05	Fords Fields path (Queensway - NCN41)	Cycle track/ path on open space
L06	Kingsway/ Queensway	Widened/ upgraded footway adjacent to road and crossings
L07	Olympus Avenue and Shires Retail Park	Widened/ upgraded footway adjacent to road
L08	Tachbrook Park Drive, Leamington	Widened/ upgraded footway adjacent to road
L09	Heathcote Lane, Warwick Gates	Widened/ upgraded footway adjacent to road
L10	B4453 Cubbington - Lillington - Leamington	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
L11	A445 Lillington Avenue/ Binswood Avenue	Crossings
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 crossings
L15	Priory Terrace and Leam Terrace	Widened/ upgraded footway adjacent to road
L16	B4087 Tachbrook Road	Widened/ upgraded footway adjacent to road and crossings

Ref	Leamington and Whitnash	Type
	Potential schemes	
L17	Tachbrook Street across railway to Berrington Road and Sydenham	On-carriageway cycle route
L18	St Helen's Rd/ Grosvenor Road/ Prospect Road	Widened/ upgraded footway adjacent to road
L19	Windmill Road - Leamington Cemetery	Cycle track/ path on open space and on-carriageway cycle route
L20	Juno Drive and Hermes Close	Widened/ upgraded footway adjacent to road
L21	Whitnash connections	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
L22	Leamington - Lighthorne Heath and Gaydon	New footway/ cycle track adjacent to road, cycle track/ path on open space and on-carriageway route
L23	Golf Lane Bridleway, Whitnash	Cycle track/ path on open space
L24	Bridleway (Greenfield Road - Radford Semele)	Cycle track/ path on open space
L25	Chesterton Drive, Sydenham	Widened/ upgraded footway adjacent to road
L26	Disused railway (Radford Road - Calder Walk)	Cycle track/ path on open space and on-carriageway cycle route
L27	A425 Radford Road/ Southam Road (Radford Semele - Leamington)	Widened/ upgraded footway adjacent to road and ramps
L28	Offchurch Lane: Radford Semele -Grand Union Canal	New footway/ cycle track adjacent to road



Figure W22: Indicative Cycle Network for Kenilworth

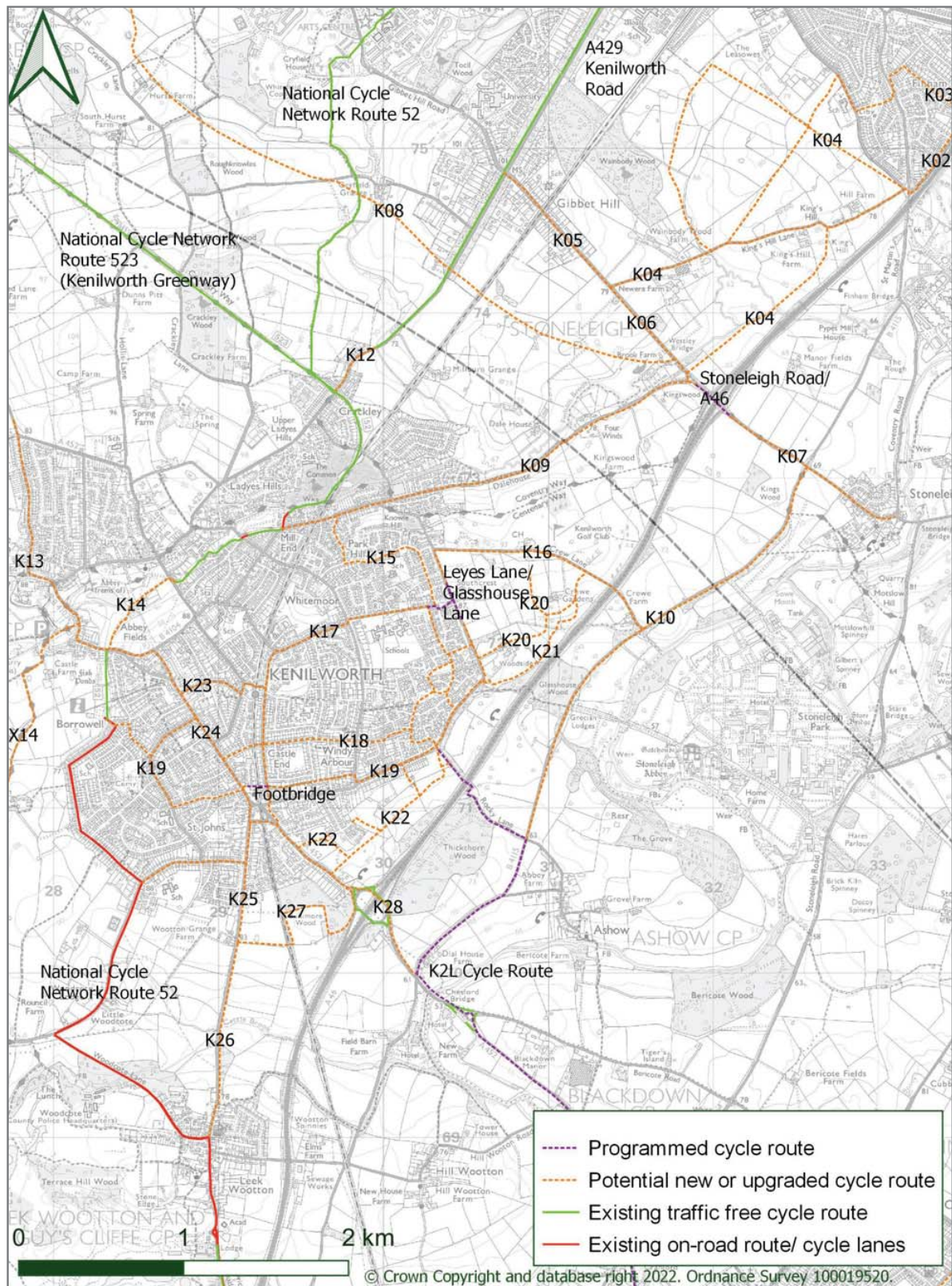


Table W9: Proposed cycle schemes in Kenilworth

Ref	Kenilworth, Stoneleigh, Baginton and Kings Hill	Type
Programmed schemes		
	Coventry Gateway South	New footway/ cycle track adjacent to road
	Stoneleigh Road (Dalehouse Lane to A46)	New footway/ cycle track adjacent to road
	(K2L) A452 Kenilworth to Leamington, south of B4115	New and upgraded footway/ cycle track adjacent to road and crossings
	(K2L) B4115 / Rocky Lane, Kenilworth	New footway/ cycle track adjacent to road
	Footbridge: Clarke's Avenue to Farmer Ward Road	Cycle track/ path on open space
	Leyes Lane/ Glasshouse Lane	New and upgraded footway/ cycle track adjacent to road and crossings
Potential schemes		
K01	Rowley Road, Baginton	Widened/ upgraded footway adjacent to road and crossings
K02	Mill Hill, Baginton and Howes Lane	On-carriageway cycle route and bridge
K03	Finham links	On-carriageway cycle route
K04	Kings Hill development including spine road and Kings Hill Lane	New footway/ cycle track adjacent to road and on-carriageway cycle route
K05	Stoneleigh Road (Gibbet Hill - Kings Hill Lane)	New footway/ cycle track adjacent to road
K06	Stoneleigh Road (Kings Hill Lane to Dalehouse Lane)	New 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	New footway/ cycle track adjacent to road
K09	Dalehouse Lane	New footway/ cycle track adjacent to road
K10	B4115 Ashow Road near Stoneleigh Business Park (Rocky Lane to Stoneleigh)	New footway/ cycle track adjacent to road
K11	Burton Green (Kenilworth Greenway NCN 523)	Cycle track/ path on open space
K12	A429 Coventry Road/ Kenilworth Road, Crackley, Kenilworth	Widened/ upgraded footway adjacent to road
K13	B4103 Castle Road/ Clinton Lane	On-carriageway cycle route
K14	Abbey Fields	Cycle track/ path on open space and crossings

Ref	Kenilworth, Stoneleigh, Baginton and Kings Hill	Type
	Potential schemes	
K17	Kenilworth E-W route (Station/ Whitemoor Road/ Leyes Lane)	On-carriageway route and crossings
K18	Kenilworth E-W route (Thornby Avenue)	New footway/ cycle track adjacent to road , on-carriageway route and crossings
K19	Kenilworth E-W route (St Johns and Glasshouse Lane)	New and upgraded footway/ cycle track adjacent to road, on-carriageway route and crossings
K20	East Kenilworth development - new roads	New footway/ cycle track adjacent to road
K21	East Kenilworth development - greenways	Cycle track/ path on open space
K22	Thickthorne development	New footway/ cycle track adjacent to road
K23	Station Road	On-carriageway cycle route
K24	A452 Warwick Road (Kenilworth town centre)	On-carriageway cycle route
K25	Warwick Road (Wilkshire Road to St John's)	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
K26	Warwick Road (Leek Wootton to Wilkshire Road)	Widened/ upgraded footway adjacent to road
K27	Paths, Bullimore Wood	Cycle track/ path on open space
K28	(K2L) A452 Kenilworth to Leamington, north of B4115	Cycle track/ path on open space and crossings

- 5.14 The Council is committed to preparing specific guidance in the form of development briefs to inform the development of strategic residential development sites. It is important that a fully integrated approach is taken to the development of significant sites, and that this should be informed by a thorough analysis of the site and its surroundings. When considering proposals that have a significant impact upon the character and appearance of an area and where relevant supplementary planning documents are absent, the Council will expect applicants to produce a layout and design statement in support of the application, covering all the points that would otherwise be included within a development brief. The layout and design statement should include a full survey and design analysis of the site, its context and surrounding features. It will be expected to:
- identify key features of local distinctiveness and contextual features;
 - demonstrate how the proposal responds positively to these features;
 - identify design principles for the development proposed taking account of the Garden Towns, Suburbs and Villages Prospectus, and;
 - demonstrate that all of the design criteria in the policy have been considered and addressed where appropriate.
- 5.15 This policy applies to both outline and detailed applications, although for outline applications, applicants may identify aspects of the policy that will be dealt with at the detailed stage. Applicants unsure of whether they may or may not need to prepare a layout and design statement are advised to contact the Council at an early stage in the development process.
- 5.16 The National Planning Policy Framework (NPPF) encourages the use of design codes to deliver high quality outcomes, but acknowledges that these should avoid being over-prescriptive. It goes on to say that good design should encompass connections and the *“integration of new development into the natural, built and historic environment”*.
- 5.17 National policy suggests that extensions to existing villages and towns could follow the principles of Garden Cities. This is consistent with the Council’s ambitions of delivering high quality design and being known as a place of “Sustainable Garden Towns, Villages and Suburbs”. The Council has therefore produced a prospectus for Garden Towns, Villages and Suburbs (May 2012). This is non-prescriptive, but sets out some principles for the layout and design of new developments. The Council will review its Residential Design Guide to reflect this Prospectus. Once this review is complete, development briefs and layout and design statements will be expected to conform to this. In the meantime development briefs for strategic sites will be prepared to take account of and amplify the Garden Towns, Village and Suburbs Prospectus and Buildings for Life 12. Layout and design statements produced in support of planning applications will also be expected to take account of and amplify the Garden Towns, Village and Suburbs Prospectus and Buildings for Life 12.
- 5.18 Layout and design statements should also conform to all other policies in the Local Plan.
- 5.19 Bringing forward new development at the right density is important. This is about striking a balance between delivering high quality design in line with the Garden Towns, Villages and Suburbs principles while at the same time reducing the amount of greenfield land required for development. This policy therefore requires that new development on greenfield sites should be provided at a density of at least 30 dwellings per hectare. No upper limit has been set, although new development will be expected to harmonise with or enhance the surrounding area in line with policy BE1. Where development sites are located in or close to town centres or public transport interchanges, densities are expected to be significantly higher than the minimum.

BE3 Amenity

Development will not be permitted that has an unacceptable adverse impact on the amenity of nearby uses and residents and /or does not provide acceptable standards of amenity for future users and occupiers of the development.

Explanatory Text

- 5.20 The phrase 'amenity' is defined as the extent to which people are able to enjoy public places and their own dwellings without undue disturbance or intrusion from nearby uses. Examples of disturbance and intrusion include:
- loss of privacy;
 - loss of sun / daylight;
 - visual intrusion;
 - noise disturbance;
 - light pollution.
- This policy is applicable to all development proposals, including extensions and changes of use.
- 5.21 The relationship of proposed development to surrounding uses and buildings is an important consideration in determining planning applications, particularly within residential areas. It is important that appropriate levels of amenity are provided and maintained for people and this is accepted as a fundamental principle of good planning.
- 5.22 Securing new development that has no impact on residential amenity may compromise other policies, such as achieving good design or making the best use of land. It will be important therefore to assess and weigh impacts on amenity against other objectives within this Plan. In considering development proposals, any appropriate mitigation measures that can be put in place will be taken into account in assessing the overall impact of the development on amenity.

BE4 Converting Rural Buildings

Proposals to re-use and adapt existing rural buildings will be permitted subject to the following criteria:

- a) the building is of permanent and substantial construction;
- b) the condition of the building, its nature and location, makes it suitable for re-use or adaptation;
- c) the proposed use or adaptation can be accommodated without extensive rebuilding or alteration to the external appearance of the building;
- d) the proposal retains and respects the special qualities and features of listed and other traditional rural buildings, and;
- e) the appearance and setting of the building following conversion protects, and where possible enhances, the character and appearance of the countryside.

Explanatory Text

- 5.23 The purpose of this policy is to provide a framework to ensure that conversions of rural buildings are carried out in an appropriate manner.
- 5.24 Rural buildings are an important element of the local character of the rural area in Warwick District. The Council is keen to support measures that bring vacant or redundant rural buildings back into productive use subject to the nature, scale, form and location of the building and the proposed use. The policy seeks to ensure that the conversion retains the original qualities and features of the building without extensive rebuilding and alteration.
- 5.25 Where proposals include extending rural buildings as part of their conversion, these will not be approved unless it can be demonstrated that the extension is essential for the retention of the building. Other policies in this Plan deal with the appropriateness of different uses to which the building may be put.
- 5.26 A significant number of rural buildings are listed as being of special architectural or historical interest. Any works required to these buildings must preserve the original structure, features, character and

Part 8 ▶ Street Lighting



8.1 Introduction

This part of **The Warwickshire Design Guide** provides guidance on the specification for developers and designers as to Warwickshire County Council's requirements for street lighting.

If in any doubt about the following, please contact WCC's Street Lighting team directly at streetlighting@warwickshire.gov.uk as it is better to resolve issues at the design stage than at time of adoption.



8.2 WCC Policy Approach

General specification for lighting on adoptable highways, cycleways, and footways.

The County Council's stock of apparatus is maintained on a contract. The Operating Sub-Contractor is Balfour Beatty.

This guidance document summarises the Development Standards for WCC and ensures compliance with the Adoption Required Standards.

Commuted Sums will apply to any non-standard apparatus. Specification details of all such apparatus must be agreed in consultation with WCC's Street Lighting Team prior to installation.



8.3 Definitions and Abbreviations

Adoption	When applied to any item of Apparatus, Apparatus which has become the responsibility of the Warwickshire County Council under the terms of its Street Lighting Maintenance Contract.
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Apparatus	Street lighting and off-highway lighting installations and materials which, for the avoidance of doubt and without limitations includes:- lighting points, lighting columns, posts, straight posts (only to the extent used as an additional support for an illuminated traffic sign) together with their respective attachments, luminaires, lanterns, shields, control gear, control devices, switches, relays, meters, illuminated traffic signs, subway lighting, illuminated traffic bollards, Belisha beacons, illuminated pedestrian refuge beacons, school crossing patrol warning lights, flood lighting of monuments and buildings, surface car park lighting systems, wall mounted connection boxes, conduits, surface mounted wiring/cabling, feeder pillars, Authority owned Private Cable Networks and all associated components.
Authority Attachment(s)	Any Authority owned street or traffic signs or sign plate or notices or other equipment and items authorised by the Authority to be attached to Apparatus including (and in the case of illuminated items only) to other structures.
SDD	Standard Detailed Drawings
WCC	Warwickshire County Council
De-Adopted	When applied to any item of Apparatus, Apparatus which is no longer the responsibility of Warwickshire County Council under the terms of its Street Lighting Maintenance Contract.
DNO and IDNO	(a) a distribution network operator and/or (b) an independent distribution network operator within the meaning of Part 1 of the Electricity Act 1989 as amended by the Utilities Act 2000.
Developer	Developer refers to any person or organisation installing lighting or traffic management equipment that it is proposed to maintain at public expense, upon completion of the previously mentioned works.



8.4 Technical Requirements – Planning and Design



8.4.1 Planning of Developments

Developers and their consultants need to consider street lighting at the earliest opportunity and should consider:

- a) Sustainability - Public realm lighting must minimise CO2 emissions and future maintenance costs. Efficient lighting is not incompatible with a pleasing street scene. Incorporating advice early in the planning of any development will enable the achieving of correct lighting levels.
- b) Design Codes - Development Design Codes should incorporate a site-specific lighting design brief issued by the Highway Authority. All design briefs will be based on the advice contained in this document. WCC's Street Lighting Team will specify lighting classes for every street and should be consulted early in the process so that detailed advice can be incorporated in the design.
- c) Street Layout - If footpaths and cycle paths are routed separately from the road then they may require separate systems of lighting, with attendant increased energy and CO2 emissions.
- d) Highway Trees - Integration of street lighting, tree planting and landscaping; these aspects should be developed harmoniously by developers, their design consultants, Local Planning Authorities and the Highway Authority. The height and spread of some trees may conflict with efficient lighting solutions. Combined arboriculture and lighting advice should be obtained at an early stage from all parties before tree positions are agreed.
- e) Ecology and Lighting - Advice on the mitigation of lighting and its ecological impacts should be included in all designs and will be incorporated in development planning briefs.

- f) Non-standard apparatus - Any departure from standard materials will require specific approval by the WCC's Street Lighting Team as part of the technical design approval process. Non-standard apparatus will always incur commuted sum charges.



8.4.2 BS5489 and BS EN13201

Lighting designs should be based on the advice given in the current BS 5489-1-2020 *Code of Practice for the Design of Road Lighting (Part 1: Lighting of Roads and Public Amenity Areas)* and the associated current BS EN 13201 Standards.



8.4.3 Institution of Lighting Professionals (ILP) Guidance

Designs are to take guidance from the Institution of Lighting Professionals' (ILP) technical reports, professional lighting guides and guidance notes.



8.4.4 Environmental Zones and Light Intrusion

Developments should be categorised by Environmental Zones in accordance with ILP *Guidance Note for the Reduction of Obtrusive Light*.

Light intrusion (e.g., into windows) is to be avoided and any apparent issues are to be monitored by the developer in accordance with ILP *Guidance Note for the Reduction of Obtrusive Light*. Lighting designers should produce vertical illuminance calculations where appropriate.



8.4.5 Construction, Design and Management Regulations (CDM)

Lighting design must be carried out by appropriately qualified competent persons in accordance with current CDM regulations. See ILP guidance on competencies.

A clear note must be appended to the street lighting layout drawings detailing which of the Highway Electrical Design Procedures was used by the designer – see the HEA Guidance Note "CDM 2015 Regulations /

Applicability to Highway Lighting Design.

If a site involves changes to the existing highway network, a solely desktop indicative lighting design is not acceptable. **Desktop designs are not acceptable for Section 278 or changes to the existing highway.**



8.4.6 Hazard Elimination and Management List (HEML)

As defined within current CDM regulations, all risks at construction, maintenance, decommissioning and replacement must be assessed as an integral part of the design process. Guidance on risk assessment and the use of risk matrices is provided by the Health and Safety Executive. Hazards may include, but not be limited to, highway features and users, underground services, overhead power and telecoms, fuel pipelines, mobile phone masts, waterways, aerodromes, rail infrastructure, etc.

An HEML (Hazard Elimination and Management List) that considers all relevant factors must be submitted with all detailed lighting designs.

A Hazard Elimination and Management List must be submitted with all detailed lighting designs.



8.4.7 HSG47

Designers are to ensure that designs are viable, and the developer should ensure that underground service locations are identified to the designer and designs are based on up-to-date information. Designers are to 'design out' risks where practicable and to ensure that any significant residual hazards are documented and noted on layout drawings - ref HSG47 *Avoiding Danger from Underground Services*.



8.4.8 G39/1

Designers are to ensure compliance with relevant clearances and processes as detailed in G39/1 Model Code of Practice Covering Electrical Safety in Planning, Installation, Commissioning and Maintenance of Public Lighting and Other Street Furniture.



8.4.9 Approach to Lighting Design

New designs need to be prepared in sympathy with the local environment.

- a) Site-specific design brief – Designs should be based on a site-specific design brief in liaison with WCC's Street Lighting Team.
- b) New sites (e.g., Section 38) - These designs may be derived solely from desktop activity.
- c) Existing roads (e.g., Section 278) – Where a site involves changes to the existing highway network a solely desktop indicative lighting design is not acceptable.
- d) Tying-in with existing highway lighting - The lighting design calculations should demonstrate compliance and consistency in the transition area from the old lighting to the new lighting.
- e) Efficacy of design – Designers need to show the optics chosen have the optimal distribution pattern and flux for the predominant road geometry to light the target area with efficacy in mind, and to minimise unwanted spill light.
- f) Viability of design – Designers should make every effort to ensure designs are viable for construction. For example, with works on existing roads the availability of DNO LV mains supply cables for proposed columns should be ascertained along with the identification of hazards and obstructions (utilities, services, trees, etc.).
- g) Street clutter – Proliferation of street clutter is undesirable. Where possible sign plates may be located on appropriately positioned lighting columns. However, the designer **MUST** check that columns are designed to accommodate the loading from the additional weight and windage of any Authority Attachments **AND** that residual capacity for additional 0.3m² signage remains.

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8.4.10 Column Height Constraints

Column heights should be considerate of the scale of the street scene whilst allowing energy-efficient design. Column heights are constrained by the road type and environmental context. WCC's Street Lighting Team can advise on each site-specific design brief.



8.4.11 Lighting Layout Drawing

Design drawings are to be supplied at scale of 1:500 and are to be a maximum size of A1, and are to include:

- a) Statement of the design procedure used
- b) Summary of target lighting class(es)
- c) Boundary showing adoptable area and any easements required
- d) Tree planting layout
- e) Vehicular crossovers and driveways
- f) Significant residual hazards
- g) Clearance from columns to hazards to be highlighted
- h) Environmental constraints relevant to lighting
- i) Positions of highway electrical apparatus with lantern aiming
- j) Key/legend – including materials specification with quantities. For each LED lantern these attributes need to be identified: luminaire body, CCT, optic, flux output, system wattage, quantities. Non-standard columns will require accompanying detail drawings
- k) Existing and new unit ID numbers
- l) A schedule of illuminated apparatus, summarising clearance from kerbs, supply cable service type
- m) Where 'private' (non-DNO/IDNO) cable systems are to be used all cable and duct routes are to be shown on detailed design drawings, along with schematic circuit diagrams (supporting calculations will also be required)
- n) Private lighting installed on housing developments in areas adjacent to highway lighting is to be indicated along with a note of the responsible maintenance management companies

As-built drawings should include a summary schedule of revisions.



8.4.12 Maintenance Factors (New Equipment)

Overall maintenance factors are derived from BS5489 methodology. For an WCC approved luminaire, such as TRT Aspect/Mini, the overall maintenance factor will be + 0.84.



8.4.13 Lighting Design Calculations

These should be from Lighting Reality with file names that clearly describe the location and should include:

- a) 'User notes/title page notes' – These should describe the target lighting class, include a commentary on the design constraints; explain any deviations from design standards (if necessary, a separate 'designer narrative' document may be produced)
- b) 'Roadway' calculations – These are required to demonstrate compliance, determine optimal spacing and optimal optic choice for the site's predominant road geometries; the original RTMR files are required.
- c) 'Outdoor' calculations – These are also required for illuminance of irregular areas; multiple calculation grids should be provided, with grids confined to relevant discrete areas to minimise any distorting effects on average illuminance values. Luminaires should generally be aimed perpendicular to the adjacent kerb or road centre line. To demonstrate the correlation of design calculations and column positions, the lighting layout drawing with relevant topographic information is to be used as the base drawing within Lighting Reality e.g., when the lighting calculations have been completed the subsequent layout drawing should be re-imported into the RTMA file.
- d) PDF and 'read-only' files (supplied additionally as a record) - These should exclude greyscale, points and unnecessary Isolux contour lines. Masks should not be hidden, and the results should be displayed.



8.4.14 Conflict Areas, Crossings, Traffic Calming, Cycleways

WCC's Street Lighting Team's approach to the guidance in ILP document PLG02 – *Application of Conflict Areas* is that context is paramount, with each site to be assessed on a case-by-case basis. A conflict area may be limited to the actual conflict and its immediate surroundings:

- a) Roundabouts or complex junctions - The design may be deconstructed into multiple calculation grids, with each conflict area limited to include the area of conflict ahead of the driver and the adjacent area where a conflicting body might approach from.
- b) Zebra crossings – Supplementary lighting should generally be provided to give positive contrast of pedestrians on the crossing as delineated in ILP document TR12 *Lighting of pedestrian crossings*.
- c) Signalised crossings - Are generally not considered to need additional lighting if the existing road lighting is of an appropriate standard. Where crossings are situated within larger conflict areas, designers should create an additional calculation grid to ensure that average illuminance levels at the crossing 'carpet' are not lower than the approaches.
- d) Uncontrolled/Informal crossings – For example new refuge islands – designers should create an additional calculation grid to ensure that average illuminance levels at the crossing 'carpet' are not lower than the approaches; it may be desirable to light these with some element of positive contrast through the standard road lighting, with columns placed equidistant from and in advance of the island (as viewed by the driver).
- e) Traffic calming – Guidance on the lighting of traffic calming features is outlined in ILP document TR25 *Lighting for traffic calming features*.
- f) Cycleways and shared surface paths – Guidance on the lighting of shared surface cycleways is outlined in ILP document TR23 *Lighting of cycle tracks*. Designers should assess cycleways as routes and should aim for good uniformity (≥ 0.25); establishing adjacent visibility zones may not always be practicable.



8.4.15 Column Positioning and Clearances

Apparatus positioning should be in accordance with good industry practice to avoid restricting pedestrian movement whilst ensuring the lighting unit can be safely maintained.

- a) Apparatus is to be sited within the highway – easements will be required where equipment is sited on private land (easement size will as minimum 1.0m x 1.0m concrete mowing block and connected to the highway).
- b) Clearance from carriageway – are to be not less than the *minimum* defined in Table 8.1. Greater clearances may be desirable. All clearances are to be itemised on detailed design layout drawings. In some situations, where it is necessary to place columns at less than the recommended clearances, a project - specific risk assessment should be carried out.

Speed Limit (mph)	Minimum horizontal clearance
Less than 30	0.8m
40 to 50	1.0m
60 to 70	1.5m
1 - Table derived from BS5489-1:2020, Table-1 (please note that this table refers to 'speed limit' not 'design speed')	
2 - Clearance is subject to other factors, e.g., passive safety risk assessment	

Table 8.1 - Horizontal Clearance from Carriageway

- c) Footways – columns should generally be sited at the rear of the footway.
- d) Verges – where verges are provided between carriageway and footway then columns may be sited in the verge, provided that minimum horizontal clearances are maintained (see Table 8.1)

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- e) Clearance from crossovers/driveways – minimum lateral clearance of 1.0m to the path of any vehicle crossover should be maintained.
- f) Shared surfaces - residential roads with shared surface arrangements will require careful consideration of column positions; there is currently no framework whereby WCC can adopt columns that are not protected by conventional kerb upstand and clearance from carriageway.
- g) Clearance from buildings – such clearance as necessary to avoid disturbance to foundations or structures.
- h) Hazards – columns are to be positioned to avoid conflict with hazards and to allow safe maintenance; working widths for barriers and road restraint systems should be noted.
- i) Door alignment – column doors should be ‘downstream’ from adjacent traffic flow (such that opening a door requires a person to face the oncoming traffic)
- j) Boundaries - ideally columns are to be sited on property boundaries.
- k) Trees – clearance to trees must be maintained (see Section 8.4.16 below).
- l) Footpaths – raise and lower columns are to be used where access via MEWP (Mobile Elevated Working Platform) cannot be guaranteed and to be positioned so that apparatus can be safely maintained in the future.
- m) Cycle paths – columns should be set back a minimum 0.5m clear of cyclepaths such that they do not obstruct overhanging handlebars. As per reference LTP2. Critical distance to fixed objects from Table 8.1 minimum clearances will not be less than 0.75m.
- n) Wall-mounted lanterns - may be considered. Minimum vertical clearances above highway must be maintained. On new developments wall-mounted apparatus requires a Deed of Dedication, not a Wayleave Agreement.

**8.4.16 Highway Trees and Lighting**

At an early stage of development planning there should be detailed integration of tree planting layouts and lighting designs; the potential for foliage ‘blocking’ light distribution should be considered when deciding what species to plant.

- a) Energy efficacy - of lighting requires that optimal design spacings are achieved and the development of planting plans should be coordinated with lighting design.
- b) Horizontal clearance - maximum growth of a tree canopy should be >5m from any lantern.
- c) Vertical clearance - in some cases (e.g., with mature trees) it may be possible to locate columns beneath the tree canopy provided that ≥1.6m clearance is kept above the lantern.
- d) Base compartments - and their access doors should not be encroached upon by undergrowth restricting maintenance access.

**8.4.17 Ecology and Lighting**

Lighting design of any previously unlit area must consider ecological impacts. All new developments will have an environmental ecology report with Planning Conditions. Lighting proposals should avoid or minimise the potential for impacts on existing or created habitats.

The ILP have resources that assist in ensuring best practice. Lighting designers shall summarise their decisions in relation to significant environmental constraints and in response to Environmental Impact Assessments.

Lighting designers should choose apparatus that has the optimal light distribution pattern for the road geometry, thus, to illuminate only the target area and minimising unwanted spill light in accordance with the *ILP Guidance Note for the Reduction of Obtrusive Light*.

Detailed design drawings should show environmental constraints relevant

to lighting (e.g., hedgerows frequented by bats); where constraints apply the detailed design drawings should show appropriate Isolux contour lines (suggested 1.0 lux & 0.2 lux) to demonstrate the extent of spill light. It may be possible to mitigate lighting impacts through other measures, such as:

- a) Louvres or back shields may be specified.
- b) Light sources may be altered to different colour temperature and spectral distribution.
- c) Reducing the mounting height of lanterns sited near environmentally sensitive areas.
- d) Excluding lighting from areas separated from the road network, from areas at site periphery or from private communal areas.
- e) Positioning lights sensitively – e.g., by avoiding positions at intersecting hedges, bat flight paths etc.



8.4.18 Non-Standard Apparatus and Commuted Sums

In conservation areas, non-standard apparatus may be deemed to be appropriate by Local Planning Authorities. Departure from standard materials will require the specific technical approval by the WCC's Street Lighting Team. Non-standard apparatus may incur commuted sum charges.

Power supplies should be provided via mains DNO or IDNO networks; with few exceptions private cable networks are considered to be nonstandard and will incur commuted sum charges



8.4.19 Power Supply

The developer is to procure unmetered low voltage electricity supplies for all apparatus (single-phase 230v earthed mains power supply) DNO - by preference, the supply should be from the local/host DNO. Western Power Distribution is the Distribution Network Operator within Warwickshire. Developers are advised to allow sufficient time for liaison with the DNO in

advance of works (email wpdnewsuppliesmids@westernpower.co.uk).

- a) IDNO – some developments are served by an electricity supply cable network that is owned by an IDNO (Independent DNO). In this case WCC must be advised of the identity of the IDNO.
- b) Private cable networks – may be specified where mains supply cables cannot be provided – e.g., for apparatus such as illuminated signs sited on traffic islands or for passively safe apparatus (see Section 8.4.28 below). Supporting calculations should be provided. Private cable networks proposed in other circumstances will be likely to incur commuted sum charges (see Section 8.4.18 above).

To commission lighting units, developers will first need to sign an Unmetered Connection Agreement (UmCA) with the host DNO (WPD) and sign-up with an electricity supplier – for more information see www.ssen.co.uk/ConnectionsYouHaveaChoice/ and www.ssen.co.uk/UnmeteredConnectionsFlowchart/



8.4.20 Electrical Test Data

The developer shall carry out electrical testing of apparatus in accordance with the requirements of the current edition of BS 7671 (the IEE Wiring Regulations) which identifies the electrical testing required for recording results and standard methods of testing.

Notwithstanding the requirements of BS 7671, the test certificate for each lighting unit **must be no more than 12 months old** at the time of the initial adoption inspection request.

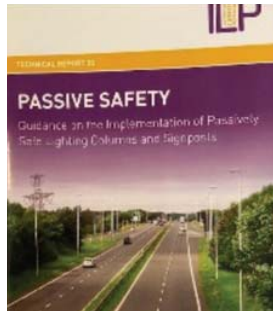
All test results are to be recorded and presented to the Highway Authority before adoption.

- a) BS 7671 tests for new apparatus shall be in the recommended format for new electrical equipment and include a 'Initial Certification of new installation': recommended e.g., HEA/HERS or IET GN3 Inspection and Testing.

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- b) BS 7671 tests for private cable networks shall additionally include:
Cable Sheath Insulation Test.
Earth Electrode Resistance.

Electrical test certificates should be referenced against a named as-built drawing and the column/sign numbers should correlate.

**8.4.21 Passive Safety Risk Assessment**

For guidance on passive safety Lighting Designers should refer to the *WCC Passive Safety Procedure (Annex 4.2)* and the ILP TR30 'Guidance on the Implementation of Passively Safe Lighting Columns and Signposts' for guidance on passive safety classifications and electrical safety standards.

For risk assessments, Lighting Designers should not always use the 'Passive Safety Flowchart' from

ILP TR30 (please note, TR30 is not intended to provide the definitive answer to every scenario on local authority roads).

For risk assessment of the need for protection of roadside features (and whether passively safe lighting equipment might be appropriate) WCC uses the UK Roads Liaison Group (UKRLG) document 'Provision of Road Restraint Systems on Local Authority Roads' – this uses speed limit and traffic flow criteria to determine which risk assessment method to use.

Traffic Flow (AADT)	Speed Limit (MPH)	Guidance to use	Risk assessment method
>5000	≥50	TD19	RRRAP / TR30 flowchart
>5000	<50	UKRLG	Relevant UKRLG method (A, B, C as appropriate)
<5000	≥50	UKRLG	
<5000	<50	UKRLG	

(Table derived from UKRLG)

Table 8.2 Applicable methods for determining when a RRS is required

For **street lighting only** schemes on existing roads – e.g., where the Lighting Designer is the Principal Designer – risk assessment should be as follows:

- Lighting Designers may use the TR30 flowchart
- Where criteria show the URRLG framework applies - use 'Method A – Accident Assessment' from the UKRLG document. If the KSI return is above the value described in Table 3.1 of the UKRLG document, then the designer may consider changes to the existing configuration so that columns/signs are not placed in areas with a high risk of strike.
- Other evidence for run-off accidents may also be considered – including site survey and examination of maintenance records for data of historic RTC damage to assets.
- The Lighting Designer's risk assessment should list the appraisal factors considered and assumptions made and should include a narrative of decisions taken.

In summary, the design approach should be:

- Apparatus is not to be placed in areas with a high risk of strike.
- Apparatus at high risk of strike that cannot be protected by a road restraint system (RRS) - or where it is advantageous - may be specified as passively safe type (provided this does not create an additional hazard).

**8.4.22 Switching and Telensa Remote Monitoring System**

New lighting will need to be fitted with Telecell nodes to enable their correct switching remotely. WCC specification requirements:

- Before adoption, all lanterns are to be commissioned by the Authority with Telensa CMS nodes which allow individual streetlights to be monitored and switched and for light output to be dynamically controlled.
- Individual 5PIN Telensa CMS nodes fit into a 7-pin nema socket built into each road lighting lantern. For some specialist lanterns (e.g., subway lighting units) internal nodes are fitted inside the lantern.
- The 7-pin nema-socket can accommodate a standard NEMA-type

photocell, which could be fitted *temporarily*, allowing installation of the Nodes (if required) at a later date (pre-Adoption); any conventional photocells fitted temporarily should be set to switch on at 35 lux and to switch off at 18 lux.

- d) Each Node is identified by a unique sixteen-digit barcode number. Telensa provides barcode stickers with the apparatus: one sticker is to be mounted in the base of each column (suggested that the top of the supply cut-out should be wiped clean and the sticker affixed) and one sticker on a plan/column NODE installation sheet which the Developer must present to Warwickshire County Council prior to adoption.

For further details contact: Telensa Limited, Iconix 3, London Road, Pampisford, Cambridge, CB22 3EG

Email support@telensa.com. Telephone +44 (0)1799 399200.



8.4.23 Standard Detail Drawings

Details of all current WCC standard detail drawings (SDD) can be provided by the WCC Street Lighting Team (streetlighting@warwickshire.gov.uk).



8.4.24 Materials – Lighting Columns

WCC's specification for lighting columns is as follows (please note, for passively safe column requirements see Section 8.4.21)

- Column types will either be aluminium specified or steel galvanized with protective factory finish plascoat finish to WCC standard detail drawings.
- Steel galvanized columns are to be manufactured in accordance with BS EN 40 and PD6547, and with a design life of 50 years.
- Steel galvanized columns painting to be Plascoat factory-finish. Finish colour to be RAL7016 Grey- unless otherwise specified. In some areas the use of 'black' or different colour may be specified by WCC.
- Aluminium columns to have 76 mm spigot. Columns shall have the following minimum base tube diameter to facilitate electrical

equipment to be fitted internally and equipped with a locking flush fitting door complete with separate earth connection to the door and the pole

- Up to 6 metres - 135-145mm
 - 8 metres and above - 165mm –250mm
- All columns shall comply with BS EN40-1, 3 and 6 including Guidance Notes PD 6547 and where specified by the Roads Authority's Representative with the requirements of The Highways Agency Department Standard BD 94/07.
 - Where there is a requirement for Passive Safety then the documents TD26/04 TA89/05 BD2/05 and EN12767 should be considered.
 - Columns will be 'post-top' style; outreach brackets may only be specified in agreement with WCC's Street Lighting Team.
 - Column base-boards at least equivalent to the door size and made of treated hardwood of sufficient size to accommodate all control equipment and service cut-outs; boards shall be positively secured to the column by two flush fitting screws.
 - Earthing terminal to be 8mm diameter brass terminal with brass washers and nuts.
 - Where access via MEWP is not guaranteed columns should be mid-hinged.
 - Standard columns shall be designed to be capable of accepting the loads indicated in this table (if greater loads are required then 'heavy-duty' column design will need to be confirmed with detail drawing and manufacturer's design certificate at the design stage):

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Column height/type	Lantern weight	Lantern windage	Sign area	Sign weight	Sign eccentricity	Sign drag coefficient
5/6m post-top	10kg	0.13m ²	0.6m ²	5.0kg	0.4m	1.8
8m post-top	11.5kg	0.145m ²	0.6m ²	5.0kg	0.4m	1.8
10m post-top	21kg	0.22m ²	1.0m ²	5.0kg	0.4m	1.8
12m post-top	21kg	0.27m ²	1.0m ²	5.0kg	0.4m	1.8
5/6m post-top "raise & lower"	9.5kg	0.055m ²	0.3m ²	5.0kg	0.3m	1.8

Table 8.3 Wind Loading

- l) Columns to be supplied with manufacturer-applied ground-level / planting depth marker tape affixed to the root/base, and marker tape to be remain attached after installation.
- m) Any sign attachments agreed are to be centred up to 3m above ground level, maximum eccentricity as shown in Table 8.3. No attachments shall be fitted to mid-hinged columns.
- n) Attachments to columns, where agreed, shall be fixed with circumferential clamps of stainless steel AISI Grade 201 with neoprene strips placed under the clamps to prevent damage to the column or its protective coating.
- o) Where planted root columns are not viable a flange base with designed foundation may need to be specified.
- p) The column foundation details shown on WCC standard detail drawings assume poor soil conditions; column manufacturers detail drawings should be cross-checked to ensure all requirements are met.
- q) Column data sheets and manufacturer's standard detail drawing to be provided before adoption.



8.4.25 Materials – Illuminated Signs

Signing requirements as per the current edition of TSRGD and BS EN 12899-1.

Refer to SDD – Signs and Bollards

WCC specification for illuminated road signs is as follows:

- a) Hot-dip galvanised steel wide base post (in Conservation Areas the finish should match the lighting columns e.g., Black Plascoat colour).
- b) Base-boards at least equivalent to the door size and made of treated hardwood of sufficient size to accommodate all control equipment and service cut-outs and secondary isolators; boards shall be positively secured to the column by two flush fitting screws.
- c) Earthing terminal to be 8mm diameter brass terminal with brass washers and nuts.
- d) Illuminated sign plates to class RA2 BS EN 12899.
- e) Sign light units to be Simmonsigns integrated LED LUA or LUB with diecast aluminium body (or similar approved).
- f) Sign light output determined by size of sign plate, as follows: 600mm Ø sign plates 3x1w integrated LUA; 750mm Ø sign plates 6x1w integrated LUA; >750mm sign plates LUB 10x1w LED.
- g) Sign lighting units require an electronic ballast.



8.4.26 Materials - Road Lighting Luminaires

All new developments will use LED TRT Aspect and Aspect Mini luminaires. These will generally be of neutral white colour temperature (4,000°k) though there may be environmental mitigation applications where warm-white (3,000°k) is required. The optimal configuration of lantern body, flux and total LEDs for optimal lifetime energy efficiency is the principal factor in specification.

Notes:

1. Lantern body and canopy to be powder coated.

2. Standard colour RAL9006 Light Grey unless otherwise specified. In some areas the use of 'black' may be specified.
3. Ballast to be electronic and fully dimmable via DALI protocol.
4. Switching – all lanterns to be fitted with Telensa 7-pin nema socket and external 5-pin Telecell node (except Subway and Underpass lighting units and some specialist lanterns which are to be fitted with Telensa internal node).
5. Where asymmetric luminaires are specified (e.g., at a zebra crossing) these are to be of CCT a single step cooler than the adjacent roadway lighting (to be 5700K).



8.4.27 Materials - Internal Wiring of Columns and Signs

Refer to SDD SL400_1, SL400_2 and SL400_3.

DNO supply cables to be terminated in single-phase.

Internal wiring to lantern to be multi-core PVC flexible Artic Grade 2.5mm² 3-core outer sheath blue.

Earthing conductor to be 6mm² PVC insulated coloured green/yellow; connections to be by bolted crimped terminations.

Internal cabling to be neatly clipped to the base board; all fixing screws to be stainless steel.

Base boards to be securely fixed to column base.



8.4.28 Materials - Passively Safe Equipment

For the risk assessment process to determine the need for passive safety see Section 8.4.21 above and the *WCC Passive Safety Procedure in Annex 4.2*.

Apparatus is to be selected in accordance with the requirements of BS EN 12767:2007 (Table NA1) and as outlined in the ILP's TR30 'Guidance on the Implementation of Passively Safe Lighting Columns and Signposts'.

Columns are to be installed in retention sockets (such as NAL) with

foundations in accordance with manufacturer's instructions.

Electrical disconnection system to be NAL SIS system. SIS impact sensor to be installed in each item of passively safe apparatus. SIS monitoring unit to be fitted in an above-ground location (lamp column, wide-base signpost or feeder pillar) located outside the clearance zone.

Mains DNO/IDNO supply **may not** be provided with passively safe equipment. For private cable systems, see Section 8.4.29.



8.4.29 Private Cable, Ducting and Feeder Pillars

Refer to WCC 'SDD' - Standard Detail Drawings.

Pillars, ducts and cables are to be used exclusively for street lighting and illuminated signs.

Private cables to be laid in road internal 100mm diameter orange PVC ducts (DNO/IDNO cables only in black duct). Refer to SDD.

Private cables to be laid internal 50mm diameter orange PVC ducts (DNO/IDNO cables only in black duct). Refer to SDD.

Ducting systems to include necessary chambers/draw pits.

Cable ducts below footways to be >450mm below finished level; ducts below carriageways to be >600mm below finished level.

150mm-wide yellow heavy gauge PVC tape marked 'street lighting' to be placed over private cables/ducts.

Cable ducts to be installed with draw cords.

Private cables to be XLPE\SWA\PVC.

All DNO cut outs shall have HRC fuse in pull-out carrier and provision for Live, Neutral and Earth cable connections including a PME link.

All outgoing circuits are to be labelled by an encapsulated schematic drawing detailing the outgoing cable route and the population of lighting units on each circuit.

Feeder pillars to be installed with a minimum of 1.0m² hard-standing provided at ground-level in front of the pillar door.

For electrical testing see Section 8.4.20.



8.5 Process – Design, Construction, Inspection and Adoption



8.5.1 Preliminary Enquiry

The developer is to provide drawings showing site location, highway adoptable areas, development phasing, other relevant information including: site specific planning constraints/conditions; LPA (Local Planning Authority) design codes; environmental impact assessments (EIA) and ecology report, presence of amenities such as shops, schools, sports or medical facilities; existing or predicted traffic flow and speed limits, night-time accident data, presence of traffic calming features; confirmation of road surface materials (including reflectance characteristics), etc.



8.5.2 Site-Specific Design Brief

On receipt of relevant information (see 8.5.1) WCC's Street Lighting Team will liaise with the designer and confirm the designers' proposed site-specific design brief indicating a target lighting class and information relevant to achieving the Adoption Required Standard.

Developers and their designers are encouraged to liaise with WCC's Street Lighting Team to ensure designs are progressed in accordance with the site-specific design brief and this design guidance.



8.5.3 Lighting Design

The developer is to arrange for the design to be undertaken using the guidance contained in this document and the site-specific design brief.



8.5.4 Detailed Design Submission

The following information is to be supplied to WCC with a document register; documents are to be clearly named to identify their contents:

- a) Location plan – to show phases of development (can be included on layout drawing).
- b) Layout drawing – PDF format required, at scale 1:500 maximum size A1.
- c) Hazard elimination and management list (HEML).
- d) Lighting design calculations – full RTMA and RTMR files from Lighting Reality to be supplied complete with design commentary.
- e) Site clearance drawing – to show any apparatus (including ID numbers) affected by the works (can be incorporated into the main layout drawing).
- f) Network owner – statement confirming identity of LV supply network owner, whether DNO or IDNO.
- g) Private cable calculations if applicable, output from Amtech software, or similar.
- h) Illuminated sign details (if applicable) - details may be shown on the street lighting layout (to include a schedule of sign faces and dimensions, specification of sign light).
- i) Special column requirements (if applicable).
- j) Initial Inventory Information – Inventory Template document will be provided from WCC's Street Lighting Team.
- k) Written confirmation that the submission complies with the *Adoptable Required Standards* e.g., the materials meet the Development Standard current at the agreement date.



8.5.5 Ongoing Liaison

The developer will need to incorporate WCC's comments from design appraisal into revisions, as required, resubmitting proposals for further scrutiny, as necessary. If the proposed highway features are altered, then lighting column positions may need to be reconsidered by the designer.



8.5.6 Certificate of Technical Approval

When the design documents meet the required standards a Certificate of Technical Approval will be issued by the WCC's Street Lighting Team.



8.5.7 Changes to the Design

Any subsequent changes to the agreed design need to be agreed with WCC's Street Lighting Team. In these instances, the developer must supply revised design calculations and drawings.



8.5.8 Customer Liaison

The developer shall ensure prospective purchasers are informed a plan of the street lighting scheme is displayed in the sales office so that purchasers, and existing residents, can be made aware of the impact of lighting units on adjacent properties.



8.5.9 HEA Contractors

Following WCC's certificated approval of the lighting design the developer is to identify to WCC which accredited (HEA, NICEIC) contractor has been appointed for the street lighting and illuminated sign installation and maintenance works.



8.5.10 Existing Apparatus Within the Works – De-adoption

Any existing apparatus due to be removed or altered will need to be de-adopted from the WCC maintenance contract. The developer must inform WCC's Street Lighting Team no less than 30 business days before the works programmed date by emailing streetlighting@warwickshire.gov.uk

Any existing apparatus which is temporarily made inaccessible for maintenance (e.g., barriered-off) will need to be suspended from the WCC

maintenance contract. The developer must inform WCC's Street Lighting Team no less than 30 business days before barriers are installed.

The developer is responsible for maintenance of all apparatus (de-adopted or suspended) within their works until it is formally inspected and handed over to WCC. Maintenance should be in accordance with industry good practice with full records to be kept of any works.



8.5.11 Temporary Lighting/Signing

Where alterations to the existing highway are proposed the sequencing of works should ensure that the highway remains appropriately illuminated, i.e., that existing lights shall be maintained correctly, and any new lights shall be commissioned before the disconnection and removal of existing lights.

In the event new road alignments are opened to traffic before the commissioning of the new approved lighting, temporary lighting shall be installed.

Temporary lighting shall illuminate the road to the appropriate design class and should not cause adverse impacts to nearby residents or road users.



8.5.12 Column Verification

To ensure compliance with materials specification the developer should present WCC with column data sheets and ID batch numbers of the columns installed.



8.5.13 Labelling of Apparatus

All apparatus should be numbered as agreed with WCC's Street Lighting Team - sequentially by named road. If works affect existing roads, then sequential re-numbering of existing apparatus may be required after any road naming and numbering of the adjacent properties is completed.

Where appropriate (e.g., within the 'vicinity zone' of overhead power

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cables) an 'overhead warning' label should be applied to column shaft. See standard detail drawing.

Where a lighting column or illuminated sign holds the isolation point for an outgoing private sub-circuit then internally on isolator to be marked by indelible ink to identify the apparatus supplied via the private sub-circuit. All SWA private looped sub-circuit to have labelling tags identifying column/sign ID number supplied and ID column/sign number that the looped cable supply feed.

**8.5.14 Cable Schematics**

Isolation points for any private networks (e.g., feeder pillars or columns and signs with additional outgoing sub-circuits) must have enclosed in the base compartment an encapsulated waterproofed schematic drawing (A3 minimum) detailing the outgoing cable routes and the lighting units on each circuit along with as-laid cable routes.

**8.5.15 Electrical Testing**

As per the latest edition of BS7671, to include all items of highway apparatus i.e., road lighting, illuminated signs, feeder pillars and private supply cable networks.

**8.5.16 Telensa Switching**

Lanterns for adoption shall be controlled by the 'Telensa' remote monitoring system – the developer shall liaise with Telensa.

**8.5.17 Maintenance before Adoption**

The developer's duty of care includes maintenance of lights within the works in accordance with good industry practice and shall include:

- a) Reactive repairs - prompt identification and repair of operational faults, emergency repairs as necessary, and maintaining records of these activities.

- b) Electrical testing – to the requirements of BS7671 all apparatus is to be tested every 6 years. Notwithstanding the requirements of BS7671 the developer will be asked to re-test if a test certificate for each lighting unit is over 12 months old. All test certifications **must be no more than 12 months old** at the time of the initial pre-adoption inspection request.

**8.5.18 Records Required Before Pre-Adoption Inspection**

The following information is to be supplied with a document register to WCC **prior to inspection**. Documents are to be clearly named to identify their contents:

- a) As-built layout drawing – revised to include agreed changes.
- b) HEML - Hazard Elimination and Management List and/or Designers Risk assessment in accordance and to comply with the requirements of CDM.
- c) Illuminated sign schedule - as appropriate.
- d) Electrical test results – tests to be compliant with BS7671.
- e) Column data sheet or column batch number – including manufacturer, protective system and detail of any Authority attachments.
- f) Telensa node schedule – the reference numbers of the Telensa nodes are to be detailed on a schedule of illuminated apparatus, listed by road and maintenance ID no. – or this may be included on the layout drawing.
- g) Pre-adoption inventory information – blank template provided by WCC's Street Lighting Team.
- h) Confirmation the handover complies with the Adoption Required Standards (e.g., that the materials meet the Development Standard current at the agreement date and are in a satisfactory defect-free condition).



8.5.19 Pre-Adoption Inspection

WCC will arrange a thorough initial inspection of apparatus to be offered for adoption. Repeat inspections (after second inspection) will be charged separately. Requests for inspection should be accompanied by the electrical test certificates, node schedule and as-built drawings (in PDF format).



8.5.20 Energy

Following adoption, the developer is to inform their energy supplier the development is now within the scope of the WCC energy contract.



8.5.21 Document Submissions

At each stage of the process, developers are to provide the appropriate information, along with a document register (electronic documents should be clearly named to reveal their content). Checklist as follows:

a) Before WCC provides a Technical Approval Quotation	<input type="checkbox"/>
Site location plan	
Draft layout drawings showing the highway adoptable areas clearly indicating extents of scheme, detail of adjoining schemes, site phasing plan	
Other relevant information – e.g.: ecology reports, design codes, planning conditions, predicted daily traffic flow, etc	

b) Detailed design submission	<input type="checkbox"/>
Location plan	
Lighting layout drawing and specification	
Hazard Elimination and Management List and/or Designers Risk Assessment incorporating CDM compliance.	
Lighting design calculations with designer narrative/commentary	
Site clearance drawing (if applicable; may be in layout drawing)	
Confirmation of LV supply network owner - host DNO / IDNO	
Private cable calculations (if applicable)	
Illuminated sign details (if applicable)	
Special ('heavy-duty') column requirements (if applicable)	
Relevant contract documents, schedules and appendices	
Written confirmation that the design submission complies with the Adoption Required Standards	

c) Pre-construction	<input type="checkbox"/>
Confirmation of the identity of the HEA-approved subcontractor(s) engaged by the Developer to carry out street lighting / illuminated sign installation works	
Confirmation of commencement date of street lighting installation works	

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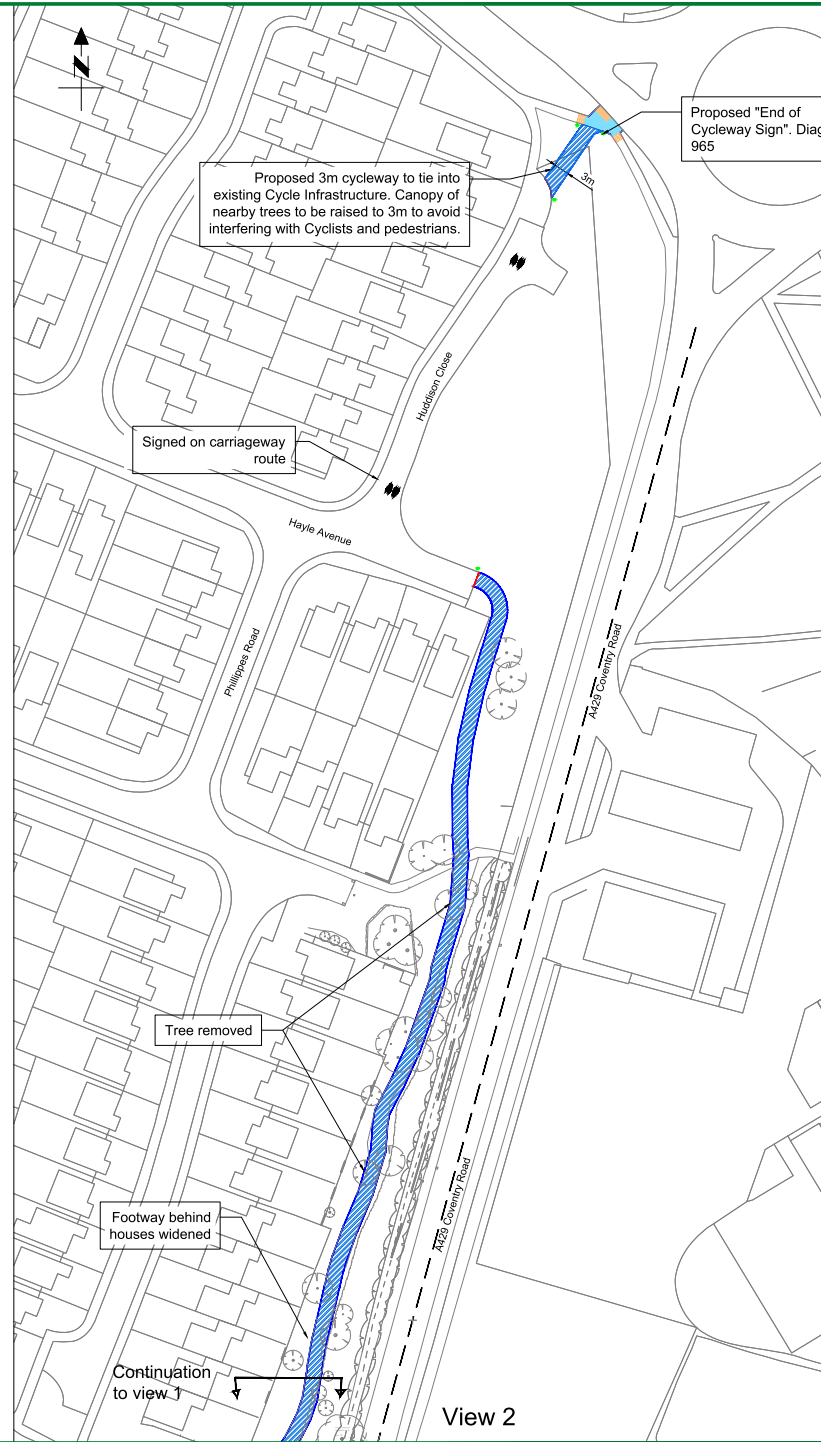
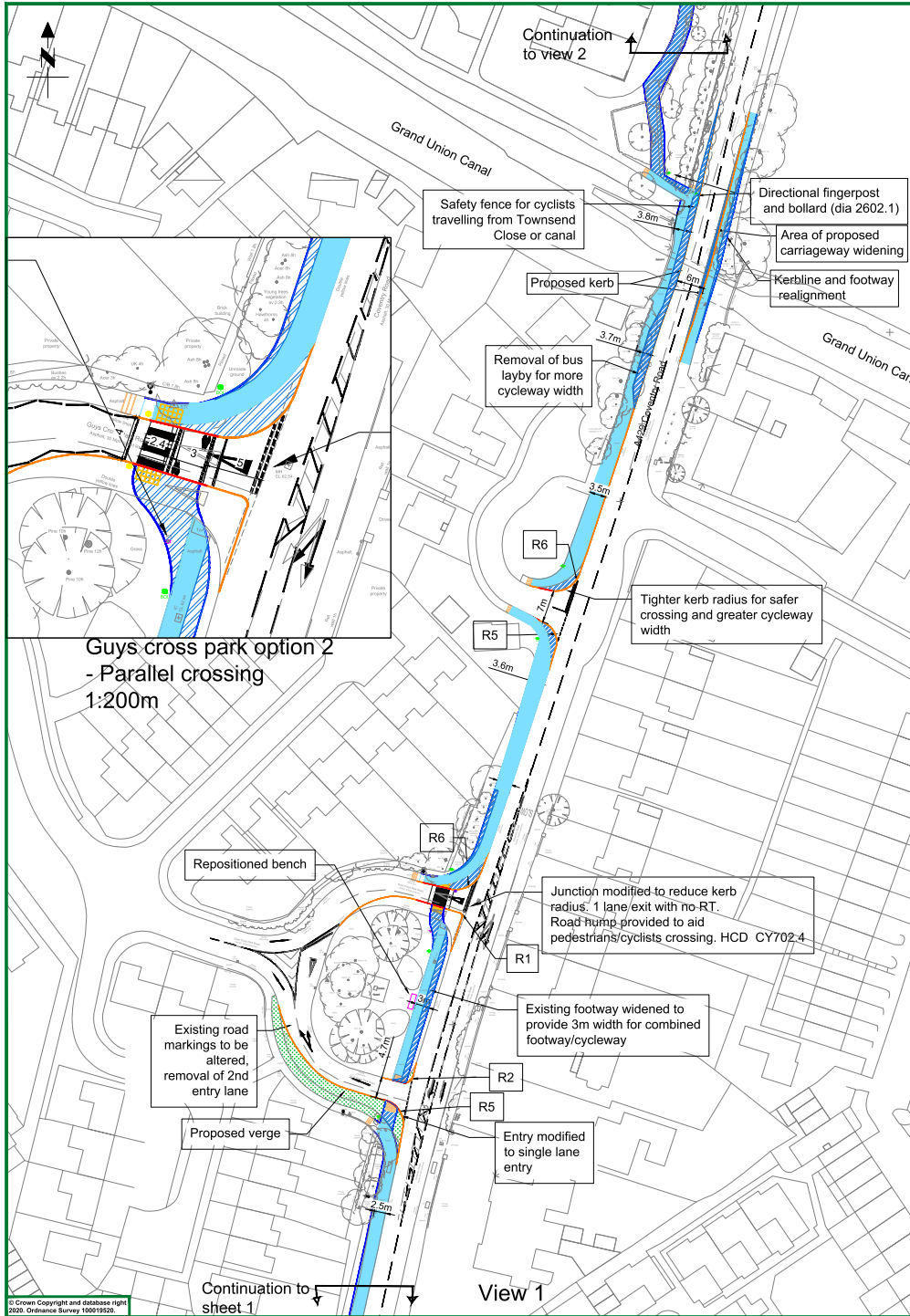
d)	Pre-adoption inspection	<input type="checkbox"/>
	'As-built' version of the lighting layout drawing	
	Hazard Elimination and Management List	
	Illuminated sign details (if applicable)	
	Electrical test results (Date no longer than 12 months old)	
	Column data sheets/batch numbers	
	Telensa node schedule	
	Pre-adoption inventory information (Blank Template provided by WCC Street Lighting Team)	
	Written confirmation that the installation complies with the <i>Adoption Required Standards</i>	



8.6 Additional Further Guidance

For any queries about implementing the WCC Street Lighting guidance to your project, please contact the WCC Street Lighting Team at:

streetlighting@warwickshire.gov.uk



NOTES

KEY:

- Existing footway surface retained
- Proposed segregated cycleway
- New Type 2 footway construction HCD B704.1
- New carriageway construction HCD B705.1 Note 7
- Proposed Grass Verge with 100mm of topsoil
- Buff Blister Tactile Paving (400mm x 400mm). Any cut slabs to minimum of 150mm wide. HCD K703.1
- Buff Hazard Tactile Paving HCD CY702.5
- Gully with Grating to Grade D400 (BS EN 124-1994) HCD F704.1 - Type 1.
- New Drainage and Gully Connections
- New HB2 full height kerbs. Ref HCD B702.1
- New Dropped Crossing with Transition Kerbs to BN Kerbs. Upstand 0 - 6mm at Pedestrian Crossings, 25mm at Crossovers
- New Concrete Edging Kerb EFT 150mm. Ref HCD B702.1
- Diag. 956 on Bollard - Glasdon Glenwood 170 or similar approved
- Diag. 957 on Bollard - Glasdon Glenwood 170 or similar approved
- Existing lighting column
- Existing street furniture
- Existing tree to be retained

REV	DRN	AMENDMENT	DATE

Warwickshire
Leamington
Coventry
Engineering Design Services

Engineering Design Services
Environment Services, Communities
Bentley House, 100, High Street
Warwick, CV34 4EP
Tel: 01926 414140
Web: www.warwickshire.gov.uk

PROJECT
A429 - Coventry Road
Coventry Road, Warwick

TITLE
9.2-A429-063-019
Sheet 2 of 2
Purpose of Drawing: Detailed Design

DRG. NO.	HL	DRS	APP'D
9.2-A429-063-019			

Status Approved (Level 3)

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

DRG. NO. 9.2-A429-063-019 **Rev.** -

This plot was produced from a digital source so may not be at true scale. It is the recipient's responsibility to confirm its accuracy.

PUBLIC NOTICES

Statutory Display
Certificate

<p>FROM:</p> <p>WARWICKSHIRE COUNTY COUNCIL</p> <p>(Local Authority's stamp)</p>

Our Ref No: NATTRAN/WM/CYCLETRACK/104

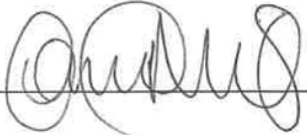
CYCLE TRACKS ACT 1984 AND CYCLE TRACKS REGULATIONS 1984

**CYCLE TRACKS ACT 1984 AND CYCLE TRACKS REGULATIONS 1984
THE WARWICKSHIRE COUNTY COUNCIL (A429 COVENTRY ROAD,
TOWNSEND CLOSE, PHILLIPES ROAD AND HUDDISON CLOSE,
WARWICK) CYCLE TRACK ORDER 2022**

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 18/12/2023 (date).

Signed  Date 18/12/2023

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

Consultees:**Councillors:**

1. Cllr Jackie D?Arcy - JackieDArcy@warwickshire.gov.uk ✓
2. Cllr Terry Morris - Terry.Morris@warwickdc.gov.uk ✓
3. Cllr Dave Skinner - Dave.Skinner@warwickdc.gov.uk ✓
4. Cllr Grainger - moira-ann.grainger@warwickdc.gov.uk ✓
5. Clerk - Warwick Town Council - clerk@warwicktowncouncil.org.uk ✓
6. Russell Marsden - Warwick District Council - Russell.Marsden@warwickdc.gov.uk ✓

Statutory Undertakers:

7. Cadent Gas ✓
8. Fujitsu Telecoms ✓
9. GTC ✓
10. Openreach BT ✓
11. Severn Trent ✓
12. South Staffs Water ✓
13. Thames Water ✓
14. Virgin Media ✓
15. Vodafone Plant ✓
16. Wales and West ✓
17. Western Power ✓
18. Warwickshire Fire and Rescue (Water Officer) PLEASE SEE ATTACHED DOCUMENT PROVIDED BY COUNTY HIGHWAYS ✓

Police and Fire:

19. Sally Rolfe ? Traffic Management Advisor, Warwickshire Police.
✓Sally.Rolfe@warwickshire.police.uk
20. Barnaby Briggs ? Assistant Chief Fire Officer, Warwickshire Fire and Rescue.
barnabybriggs@warwickshire.gov.uk

Pru Jaques

From: Daniel Morris
Sent: 20 October 2022 15:40
To: Daniel Morris
Cc: plantprotection@cadentgas.com; plantenq@mailman.ftel.co.uk; plantenquiries@gtc-uk.co.uk; nnhc@openreach.co.uk; net.dev.east@severntrent.co.uk; developerservices@south-staffs-water.co.uk; developer.services@thameswater.co.uk; plant.enquiries.team@virginmedia.co.uk; osm.enquiries@atkingglobal.com; plantprotectionenquires@WWutilities.com; Rachael Dimbleby; wpdnewsuppliesmids@westernpower.co.uk
Subject: Cycle Tracks Order - informal path adjacent to A429 Coventry Road, WARWICK
Attachments: 9.2-A429--063-022.pdf; Cycle Track Order Coventry Road scheme.pdf

OFFICIAL

To whom it may concern,

Warwickshire County Council are in the process of proceeding with creating a Cycle Tracks Order under Section 3 of the Cycle Tracks Act 1984 and the Cycle Tracks Regulations 1984 (SI1984/1431) along an informal footpath in Warwick, that runs adjacent to A429 Coventry Road. The proposed route is outlined in the attached plan (Drawing 9.2-A429-063-022) and is highlighted in a light blue colour that can be seen in 'VIEW 2' of the plan. A simplified plan is also attached.

The proposed route currently exists as an informal path that has been worn over time by pedestrians and cyclists, situated behind the houses of Phillippes Road and Townsend Close on the Woodloes Park Estate, Warwick. An additional link from Huddison Close to the Footway at the Spinney Hill roundabout will be included. The postcode area for this location is around the area of CV34 5TT.

The County Council intends to create a Cycle Tracks Order pursuant to the Cycle Tracks Act 1984, the effect of which would be to create a 3m surfaced route along the proposed locations in the enclosed plan, converting the footpath to a shared use footway/cycleway making it more comfortable to use for pedestrians, cyclists and for people with mobility scooters. This will provide an upgraded, wider surface that will provide an off-carriageway cycle route through to the A429 Coventry Road, joining at the Grand Union Canal bridge. This scheme is currently planned for spring 2023 and is funded through the Government's 'Getting Building Fund'. The County Council must consult with any statutory undertakers whose operational land is crossed by the route that we are looking to change the status of.

Please note, this notice is separate to another cycle tracks order we contacted you about on 23rd May 2022.

If you wish to make any comments on this cycle tracks order, please contact me using the tpu@warwickshire.gov.uk email address as soon as possible, or before **4th November 2022**. It would be greatly appreciated that if you have no concerns with this upgrade/procedure, that a return email to that effect is sent, so that we may progress with this as quickly as possible. Thank you very much for your time on this.

Kind regards,

Dan Morris

Senior Transport Planner | Transport Planning

Warwickshire County Council

T: 01926 412529 E: danielmorris@warwickshire.gov.uk

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



Our Ref: /la/E55575

Your Ref:

Resources Directorate
Legal Services
Shire Hall, Warwick, CV34 4RL
DX 723362 Warwick 5

Lucy Adams
Solicitor

Tel: 01926 738813
Email: lucyadams@warwickshire.gov.uk
www.warwickshire.gov.uk/wls

29 November 2022

Dear

THE WARWICKSHIRE COUNTY COUNCIL (A429 COVENTRY ROAD, WARWICK) CYCLE TRACK ORDER 2022

I write to advise you that Warwickshire County Council made the above named Cycle Track Order on 29 November 2022, the effect of which (if the Order is confirmed) would be to convert a footway into a shared use cycle track with a right of way for pedal cycles and on foot.

In accordance with Regulation 4 of the Cycle Tracks Regulations 1984, please find enclosed a copy of the public notice, together with a copy of the Cycle Track Order and the Order Plan.

If you wish to make a representation or objection to the proposed confirmation of the Cycle Track Order, please send your representation/objection to Daniel Morris, Senior Transport Planner, Warwickshire County Council, Communities Directorate, Shire Hall Post Room, Northgate Street, Warwick, CV34 4SP or by email to tpu@warwickshire.gov.uk titled "A429 Coventry Road" as the subject header) by no later than 30 December 2022, specifying the grounds on which the representation or objection is made.

In the event that you wish to discuss the Cycle Track Order, please contact Daniel Morris on 01926 412529.

Yours sincerely

A handwritten signature in black ink that reads "Lucy Adams".

Lucy Adams
Solicitor

Enclosures: Notice dated 1.12.2022, Order dated 29.11.2022 and plans



Our Ref: /la/E55575

Your Ref:

Openreach (BT)

Openreach NNHC
4th Floor Kiln House
Pottergate
Norwich
NR2 1AJ

29 November 2022

Dear Sir or Madam

THE WARWICKSHIRE COUNTY COUNCIL (A429 COVENTRY ROAD, WARWICK) CYCLE TRACK ORDER 2022

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Yours faithfully

A handwritten signature in black ink that reads "Lucy Adams".

Lucy Adams
Solicitor

Enclosures: Notice dated 1.12.2022, Order dated 29.11.2022 and plans

Resources Directorate

Legal Services

Shire Hall, Warwick, CV34 4RL
DX 723362 Warwick 5

Lucy Adams
Solicitor

Tel: 01926 738813
Email: lucyadams@warwickshire.gov.uk
www.warwickshire.gov.uk/wls



Our Ref: /la/E55575

Your Ref

Cadent Gas

Plant Protection Team
Block 1, Floor 2
Brick Kiln Street
Hinkley
Leicester
LE10 0NA

Resources Directorate

Legal Services

Shire Hall, Warwick, CV34 4RL
DX 723362 Warwick 5

Lucy Adams
Solicitor

Tel: 01926 738813

Email: lucyadams@warwickshire.gov.uk

www.warwickshire.gov.uk/wls

12 December 2022

Dear Sir or Madam

THE WARWICKSHIRE COUNTY COUNCIL
(A429 COVENTRY ROAD, TOWNSEND CLOSE, PHILLIPES ROAD AND HUDDISON
CLOSE, WARWICK) CYCLE TRACK ORDER 2022

I write to advise you that Warwickshire County Council no longer intends to confirm the cycle track order, The Warwickshire County Council (A429 Coventry Road, Warwick) Cycle Track Order 2022, which was sent to you with my letter dated 29 November 2022. This Order will not come into effect and should therefore be disregarded.

In replacement of the above Order, Warwickshire County Council has now made the above named Cycle Track Order on 8th December 2022, 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.

In accordance with Regulation 4 of the Cycle Tracks Regulations 1984, please find enclosed a copy of the public notice, together with a copy of the Cycle Track Order dated 8th December 2022 and the Order Plan.

If you wish to make a representation or objection to the proposed confirmation of the Cycle Track Order, please send your representation/objection to Daniel Morris, Senior Transport Planner, Warwickshire County Council, Communities Directorate, Shire Hall Post Room, Northgate Street, Warwick, CV34 4SP or by email to tpu@warwickshire.gov.uk titled "A429 Coventry Road" as the subject header) by no later than 13 January 2023, specifying the grounds on which the representation or objection is made.

In the event that you wish to discuss the Cycle Track Order, please contact Daniel Morris on 01926 412529.

Yours faithfully

A handwritten signature in black ink, appearing to read "Lucy Adams".

Lucy Adams
Solicitor

Enclosures:

Notice dated 15.12.2022, Order dated 8th December 2022 and plan (No. 9.2-A429-063-033)



Our Ref: /la/E55575

Your Ref

Cadent Gas

Plant Protection Team
Block 1, Floor 2
Brick Kiln Street
Hinkley
Leicester
LE10 0NA

Resources Directorate

Legal Services

Shire Hall, Warwick, CV34 4RL
DX 723362 Warwick 5

Lucy Adams
Solicitor

Tel: 01926 738813

Email: lucyadams@warwickshire.gov.uk

www.warwickshire.gov.uk/wls

12 December 2022

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(A429 COVENTRY ROAD, TOWNSEND CLOSE, PHILLIPES ROAD AND HUDDISON
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Notice dated 15.12.2022, Order dated 8th December 2022 and plan (No. 9.2-A429-063-033)