

Kenilworth Community Forum

Cycling Issues in the Kenilworth & Burton Green Areas

December 2012

CONTENTS

<u>Section</u>	<u>Page</u>
Contents	1
Foreword by Cllr. John Whitehouse	2
1. Executive Summary	3
2. The Built Environment	4
2.1 General Matters	4
2.2 Specific Locations	5
3. Abbey Fields	9
4. The Greenway	11
4.1 Using Shared Space	11
4.2 Parked Cars	11
4.3 Connecting the Greenway to the Town Centre	12
4.4 Access Gates for Cyclists	12
5. Education	13
5.1 Cycling Training for Adults	13
5.2 Encouraging Young People to Cycle	13
5.3 Health Benefits of Cycling	14
5.4 Safety of Cyclists on Roads	14
5.5 Good Practice in Future Planning	15
6. Shared Space	16
6.1 Cycling on Pavements	16
6.2 Use of Alleyways etc	17
7. Consolidate List of Recommendations	18
6.1 Higher Priority	18
6.2 Lower Priority	19
<u>Appendix:</u> Other matters discussed but not pursued	21
<u>Contributors:</u>	23

FOREWORD BY CLLR. JOHN WHITEHOUSE

I was asked to set up and chair this Group by the Kenilworth Community Forum at its meeting in March 2012, following suggestions at a previous priority-setting session of the Forum. It was felt that the problems experienced by those seeking to cycle around Kenilworth and its area, and in some cases the problems caused by those cyclists, required more detailed identification and debate than was possible within the Forum meetings themselves.

The majority of people who took part in the group are residents of Kenilworth or Burton Green. They were joined by councillors representing all the local Councils, and officers from Warwickshire County Council, Warwick District Council, and the Police. Sustrans, a national charity involved in sustainable transport, and representatives from a number of local interest groups, also joined the discussions.

A wide range of views was represented, and efforts were made to ensure the discussions were balanced. The group considered options for increasing the safety and comfort of all road users including pedestrians, mobility vehicle users, small children, and drivers as well as cyclists.

A total of six meetings were held over the period May to November 2012. The meetings were held during the daytime, and those people unable to attend were encouraged to contribute their views and experiences by email and phone. In addition to comments shared at the Kenilworth Community Forum, the group considered wider issues affecting all road and footpath and cycleway users.

I would like to thank everyone who attended the meetings, and/or contributed inputs and views in other ways. It was inevitable that not everyone would agree with each other on every subject, but I commend the fact that even on a contentious matter such as cycling in Abbey Fields, people were prepared to listen to and respect others' points of view.

The report makes a number of recommendations for consideration by the Community Forum:

- Some are for changes or improvements that can be made locally, with the support of the Community Forum. They are low-cost or no-cost, and can be achieved by existing groups and partnerships, or within the remit of an existing responsible team. Actions should be achievable in the short to medium term.
- Some would require substantial input, either of time or money, or significant forward planning or engagement. It is proposed to submit recommendations to the appropriate Council or agency for their consideration and response. Recommendations may only be achieved in the longer term.

The higher priority recommendations are highlighted in bold typeface, and listed together in section 7.1 of the report.

I commend the report to the Community Forum.

John Whitehouse
County Councillor – Kenilworth Abbey Division

1. EXECUTIVE SUMMARY

Within the “Built Environment”, there is strong support for the Kenilworth to Leamington cycle route (K2L) as the most important strategic cycling project in the Kenilworth area. It is recommended that the current feasibility study is used as the basis for confirming the project’s inclusion in the WDC Local Plan.

Other recommendations under “Built Environment” include ways to improve the use of the Rocky Lane bridleway, to facilitate easier cycle access between eastern Kenilworth and the town centre, to restore cycle parking in Talisman Square, to improve the links to the Coventry Road cycleway, and to address potential hazards for cyclists from poor road maintenance.

The creation of a ‘Kenilworth Cycleways’ group would provide an ongoing voice to represent local cyclists’ interests, a pool of local volunteers to work with the councils and other partners to maintain and improve local cycleways and bridleways, and could act as a vehicle for Community Forum funding to support such work.

On Abbey Fields, views remain divided on the desirability or otherwise of creating a cycle route through the Fields to provide the missing link in the National Cycle Network route 52. However, any route through the extended children’s playground area or north of the swimming pool complex was rejected overwhelmingly. It is recommended that Sustrans be commissioned to identify a preferred line of route (among three options discussed), and that the Community Forum then commission a wide-ranging public consultation on the whole question before any further work is considered.

The Greenway has proved increasingly popular with a wide variety of users as the current Connect2 Kenilworth project has reached completion. This has brought new opportunities for leisure and commuter cycling for many local people, but also some challenges. The report makes recommendations to address “shared space” conflicts between users, to improve access points, and to promote connecting routes with the town centre.

Education of cyclists, and of other road users about cyclists, is seen as a top priority for local action. It is recommended that the Community Forum provides financial support for a package of locally-held “Bikeability” training courses aimed at both adults and family groups. A local public health campaign is also proposed to help promote the health benefits of cycling, and its impact on reducing traffic congestion and improving air quality.

The report recommends steps to improve the proper consideration of cyclists’ needs at the early design stages of future highways infrastructure projects, and in the local planning process.

On the question of cycling on pavements, the report recommends clarification of the legal position where unclear, and education as the key to addressing the matter.

The report recommends the creation of a Kenilworth map showing both cycle routes and appropriate alley/footway linkages, while recognising that in nearly all cases the town’s alleys lack sufficient width to be re-designated as shared use paths.

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2. THE BUILT ENVIRONMENT

[The term 'built environment' refers to the existing infrastructure of roads, bridleways, cycleways and footpaths as well as any other permanent 'engineered' groundwork or access route.]

The historical nature of parts of Kenilworth has resulted in 'problem' stretches of narrow roads and pavements, about which little can be done to improve opportunities for safe cycling other than to educate all users to share the space more considerably.

There are however a number of opportunities for enhancing the current infrastructure at low cost and/or via community action.

Longer term, it is important to influence future infrastructure developments in the locality, to 'design in' well thought out transport networks that will meet the needs of all types of user well into the future. This is particularly important in the context of the new Community Infrastructure Levy (CIL). The funding of sustainable transport schemes, including the provision of new or improved cycle routes, should be a high priority for future use of CIL money and other sources of developer funding.

2.1 General Matters

2.1.1 Road maintenance and resurfacing

ISSUE:

Gulleys and iron-work below the surface level of the road create potential hazards for cyclists.

RECOMMENDATIONS:

1. WCC to ensure that all tenders for work include the requirement to return the road to an even surface, especially drains and gulleys in the path of cyclists..
2. Everyone to report all on-going issues to WCC Highways Maintenance.

NOTE: The Kenilworth StreetPride group identifies such problems to WCC as part of its regular meetings.

2.1.2 Local cyclists' group

ISSUE:

The needs of cyclists in the Kenilworth area have been under-represented historically compared with other parts of Warwick District. The interest generated by the setting up of this Cycling Issues group has demonstrated the need to establish a local community-based cyclists' group to maintain momentum after this group has finished its work.

SOLUTION:

- Establish a 'Kenilworth Cycleways' group' for the Kenilworth area, to provide an ongoing forum for discussing local cycling issues and to provide a pool of volunteers ('Cycleway Rangers') who could work with the local authorities to maintain and improve local facilities for cycling..

Proposed definition: 'Cycleway Rangers are volunteers from the Kenilworth area who help improve Kenilworth's cycleways and bridleways for everyone to enjoy. They are friendly faces who are happy to answer

Kenilworth Community Forum: Cycling Issues Report

questions about cycling in and around the Kenilworth area, to advise how to stay safe on the town's cycleways, and encourage all users to be courteous.'

RECOMMENDATIONS:

- 3. A group called 'Kenilworth Cycleways' to be set up, under the umbrella of 'Cycleways', the cycling campaign group for Leamington, Warwick & Kenilworth.**
- 4. The group to be recognised by WCC/WDC and other bodies as the main representatives of cyclists' interests in the Kenilworth area – for consultation purposes, funding of small local projects etc.**

2.2 Specific Locations

2.2.1 Kenilworth to Leamington cycle route (K2L)

ISSUE:

The A452 between Kenilworth and Leamington is one of the busiest roads in the county and one of the most potentially dangerous for cycling, yet the short distance between the two towns means that there is great potential for cycle commuting. The few cyclists who brave the journey often cause significant congestion for other road users. Thus the project is to build an off-road cycle path on the line of the A452. This is the most important cycling project relating to Kenilworth (and Leamington and Warwick University), and is highlighted in both the WCC Local Transport Plan and the WDC Draft Local Plan.

SOLUTION:

- Cycleways has produced an outline for the route which, if necessary, could be implemented in sections as funding becomes available. This proposal is currently the subject of a feasibility study and cost estimation by WCC Design Services, in conjunction with a working group, to report early in 2013.
- CIL funds arising from possible developments at Thickthorn and North Leamington present a major opportunity to deliver this project in its entirety.

RECOMMENDATIONS:

- 5. WCC/WDC to use feasibility study/cost estimation results as the basis for including K2L in the CIL Infrastructure Plan as part of the WDC Local Plan.**
- 6. Continued lobbying for K2L by councillors and all interested parties.**

2.2.2 Rocky Lane bridleway

ISSUE:

Rocky Lane is a valuable but neglected route to/from the eastern side of Kenilworth, linking Glasshouse Lane to the B4115 on the far side of the A46.

Kenilworth Community Forum: Cycling Issues Report

It is used regularly by some commuting and leisure cyclists, but has the potential for greater usage. Encroachment of mud and debris on to the tarmac path reduces both width and surface integrity, leading to increased danger for both cyclists and walkers.

SOLUTIONS:

- Use the Community Payback Scheme (CPS) to provide manpower for regular clearance of the path.
- Improve edge retaining structures along path to reduce encroachment of mud and debris.

RECOMMENDATIONS:

- 7. Kenilworth Cycleways group to bid for Community Forum funding to use CPS for regular clearance of the path.**
- 8. Cycleways Rangers to work with WCC Rights of Way department to improve edge retaining structures along path.**

2.2.3 Footbridges over the railway from Farmer Ward Road

ISSUE:

Cycle access between eastern Kenilworth and the town centre is difficult and potentially dangerous, and is a major barrier to increased cycle usage both for residents shopping and commuting (especially as a route to and from school). There are three pedestrian-only bridges linking Farmer Ward Road to the town centre. One of them (to Clarke's Avenue) could be converted relatively easily for use by cyclists; the others could not.

2.2.3.1 To Clarke's Avenue

This is a wide bridge with existing shallow ramps, over which cycling is currently prohibited. As a cycle route it could provide a safe short cut to avoid the St John's gyratory traffic island. It is also apparently a public highway and thus should not require a change of the byelaws.

RECOMMENDATIONS:

- 9. Ask WCC to confirm feasibility of conversion to a cycle route and likely requirements and costs.**
- 10. Seek funding from the WCC Devolved Capital Transport Budget for Warwick District.**

2.2.3.2 To Clarendon Road

This is a ramped pedestrian bridge, which at 2m wide is probably too narrow for conversion to shared use by cyclists, especially with a blind corner at the top.

NO ACTION RECOMMENDED.

2.2.3.3 To Priory Road (by Buildbase)

This is a pedestrian bridge with steps only (no ramps), which is a very popular route for shoppers and commuters, but with many complaints. To replace it with a ramped bridge would be a major gain for the town, benefitting all users

Kenilworth Community Forum: Cycling Issues Report

– pedestrians, disabled, mobility scooters, people pushing buggies etc. as well as cyclists.

The current WCC phase 1 plan for a new Kenilworth station is for a single platform station and no replacement of the existing footbridge. This will be the subject of bids to the Department for Transport (DfT) and/or the Coventry & Warwickshire Local Enterprise Partnership (CWLEP) in 2013. However, DfT has recently announced plans for the electrification and twin-tracking of the railway line through Kenilworth, providing a new opportunity to fund a new ramped multi-user bridge over the line.

RECOMMENDATION:

11. WCC to prioritise the replacement of the stepped footbridge with a ramped multi-user bridge, as part of any phase 2 plan for Kenilworth station.

2.2.4 Talisman Square

ISSUE:

Cycle parking has been removed from Talisman Square during refurbishment works of Boots.

SOLUTION:

Approach developer to reinstate hoops. Currently the developer has lodged a planning application with WDC for a car-park on this site, to include 'cycle parking'.

RECOMMENDATIONS:

12. If the car-park is approved, ask the developers to ensure the stands are of the Sheffield hoop design and appropriately placed for cyclists and the security of their cycles.
13. If the car-park is not approved, ask the developers to reinstate cycle stands anyway.

2.2.5 Coventry Road at Crackley

ISSUE:

Going towards Kenilworth on the cycleway (west side of A429), it ends as it enters the Kenilworth boundary, necessitating cyclists to cross to the east side of A429 on an S-bend with limited visibility (or continue illegally on the west-side footpath). This affects mainly commuter cyclists to Coventry, and some to Warwick University (campus East Site at Gibbet Hill).

NOTE: The new Greenway link to Warwick University means some cyclists have an alternative route (but probably less so in winter and in the dark), but this is no help for cyclists going to Coventry.

SOLUTIONS:

- Short term, install new signs on the A429 Coventry Road, warning motorists of cyclists crossing at the point at which the current cycleway ends.

Kenilworth Community Forum: Cycling Issues Report

- Longer term, extend the current cycleway further towards the town centre (e.g. as far as the access gate to the Greenway).

RECOMMENDATIONS:

14. WCC to install new signs on A429 Coventry Road.

15. WCC to liaise with Coventry City Council about planned cycleway improvements on the CCC side of the boundary, and to seek funding to extend the current cycleway further into Kenilworth.

3. ABBEY FIELDS

The establishment of the Cycling Issues Group has provided a forum for long-overdue substantive discussion of the question of whether or not to permit cycling in the Abbey Fields. There are two separate but linked aspects of the question to be considered:

- Should a cycle route be created through the Abbey Fields as part of the National Cycle Network route 52, to link the end of the Connect2 Kenilworth (Greenway) cycle route to the cycle path leading from Borrowell/Castle Road towards Castle Farm?
- Should local residents be allowed to cycle through the Abbey Fields to access the leisure and recreational facilities located there (e.g. swimming pool, tennis courts, children's' play area)?

A cycle route through Abbey Fields would require an exemption to the current by-law prohibiting cycling, but not its complete revocation – i.e. to permit cycling on a designated cycle route, but not elsewhere in the Fields. Any modifications to existing paths and bridges, or construction of new ones, would require Scheduled Monument Consent from the Secretary of State.

At no time has there ever been a developed proposal, from Sustrans or anyone else, for a cycle route through Abbey Fields. A dotted line shown through the Abbey Fields on the National Cycle Network route 52 map for several years was only ever notional, and did not represent a firm proposal for a line of route through the Fields.

It is important to stress this point, because the line of route indicated by the dotted line seemed to take a cycle route very close to the children's play area, closely past the swimming pool on the north side, and then past the duck feeding platform before joining up with the path to Castle Road. In other words, right through some of the most heavily used parts of the Abbey Fields, with the maximum chances of conflict with pedestrians and potential dangers to children and vulnerable adults.

The Cycling Issues Group overwhelmingly rejected this possible line of route. Although it had the advantage of making use of the existing service road to the swimming pool, this was significantly outweighed by the issues of conflict and danger through a number of critical "pinch points". The planned extension to the children's playground area would only have made these problems worse.

Route options discussed were as follows:

- A. From Bridge Street, on the south side of the Inchbrook: enter the Fields close to the diagonal path (leading to the war memorial), then follow the Inchbrook, crossing the bottom of the steep path from the war memorial and linking up with the path to Borrowell/Castle Road.
- B. From near the end of the Connect2 route, go under the stone bridge on Bridge Street, then turn south but stay on the north side of the Inchbrook for a short distance before crossing it (at the point of the first footbridge) and continuing on the same line of route as option A to Borrowell/Castle Road.
- C. From near the end of the Connect2 route, go under the stone bridge on Bridge Street, then turn south but stay on the north side of the Inchbrook for a longer distance before crossing it (at the point of the second footbridge near the swimming

Kenilworth Community Forum: Cycling Issues Report

pool) and then continuing on the same line of route as option A to Borrowell/Castle Road.

Views have been expressed strongly both for and against permitting a cycle route across the Abbey Fields, both within the Cycling Issue Group, within the Town Council and more widely in letters to the local press.

It is important that the widest possible range of local residents is consulted on this question, and that the requirements of all users of the Fields are taken into account.

However, it would be premature to undertake any consultation until there was a specific proposal on the table for a preferred line of route.

RECOMMENDATIONS:

- 16. Sustrans to be commissioned by WDC/WCC to conduct a feasibility study and costing exercise of a preferred line of route for a cycle path through Abbey Fields, to include possible repositioning/replacement of pedestrian crossings in Bridge Street and Castle Road. [NOTE: Potential funding has already been identified for this study]**
- 17. Based on the outcome of this study, the Community Forum to commission a wide-ranging public consultation on the desirability or not of a cycle route across Abbey Fields, before any further work is done to facilitate or deliver such a route.**

4. THE GREENWAY

The Kenilworth to Berkswell Greenway and the recently completed Connect2 scheme linking to the University of Warwick is a popular local destination for cyclists, walkers, and family groups, highly valued both by the members of the Cycling Issues Group and local people. The opportunity to take exercise, while enjoying a pleasant environment, is attracting large numbers of people to the Greenway, bringing with it some challenges.

4.1 Using Shared Space

ISSUE:

All categories of users should be respectful of other users. Specific issues for cyclists include dogs on long leads and pedestrians failing to heed cycle bells; for pedestrians, cyclists not providing warning of their approach and cycling too fast.

SOLUTIONS:

- Signage, e.g. “share with care”. [NOTE: WCC/Sustrans signage review already under way.]
- Literature – e.g. Greenway leaflet. [NOTE: Current leaflet does not address the issue of sharing space.]

RECOMMENDATIONS:

18. WCC/Sustrans to complete signage review and install appropriate “share with care” signs along the route.
19. WCC/Sustrans to address the shared space issue in further literature produced.
20. Groups representing all categories of users, including the University of Warwick in respect of staff and students, to reinforce the key messages in communications to their members.

4.2 Parked Cars

ISSUE:

The parking of cars in residential roads leading to the Greenway is inconveniencing residents (e.g. Forge Road, Woodland Road). It was noted that the cars are as likely to be left by walkers as by cyclists.

SOLUTIONS:

- Signage, leaflets [as 4.1 above].
- Clarifying cycle connections to the Greenway from other parts of town [see 4.3].
- Promoting alternative access points.

RECOMMENDATIONS:

21. WCC/Sustrans to include appropriate advice in future literature promoting the Greenway.

4.3 Connecting the Greenway to the Town Centre

ISSUE:

To identify the best route for cyclists for this purpose. The most obvious route, up Bridge Street to Abbey Hill, has the disadvantage of having to negotiate the potentially dangerous junction at Abbey Hill whilst simultaneously pedalling uphill and turning right. Two alternatives were put forward for further consideration:-

- Exit the Greenway at Forge Road and use Albion Street to Abbey Hill, OR
- Exit the Greenway at School Lane, then via Hyde Road to Abbey Hill (less traffic than Albion St, but fairly steep route).

SOLUTIONS:

- Signage, leaflets, new map [see 6.2].

RECOMMENDATIONS:

22. WCC/Sustrans/Cycleways to address this issue in producing a new walking/cycling map for Kenilworth [see 6.2].

4.4 Access Gates for Cyclists

ISSUE:

Difficulties exist getting cycles through most of the metal kissing gates to access the Greenway, because of lack of space, e.g. at Crackley Lane. This applies especially to cycles with panniers or with a child bike attached or any cycle that is heavy to lift.

SOLUTION:

- The Connect2 Kenilworth project team has audited all access points for the Greenway, and is implementing improvements where needed. The policy wherever possible is to remove gates unless there is a localised misuse problem.

RECOMMENDATION:

23. WCC/Sustrans to complete implementation of access improvements.

5. EDUCATION

One of the key concerns for cyclists is safety on the road. Even regular cyclists report a heightened sense of nervousness when cycling on the road due to the volume of traffic and also the lack of awareness shown by some drivers. There are numerous instances of aggressive overtaking by vehicles, being forced to cycle in the gutter, and drivers not seeing them at junctions and on bends. Most cyclists feel that a great degree of confidence is required to cycle on the road, and this might explain why many cyclists use the pavement instead, despite this being illegal.

The more cyclists there are, the more other road users will grow in awareness of the need to share the road.

5.1 Cycling Training for Adults

ISSUE:

There are many adults who learnt to ride in childhood but who now do not have the confidence to ride on the open road. They need encouragement to get back on their bikes and gain confidence. Another target group is the cycling family.

SOLUTIONS:

- Locally-held 'Bikeability' (previously cycling proficiency) courses for adults and families.
- Regular led cycle rides in the local area (e.g. like the weekly 'turn up and ride' model in Solihull).

RECOMMENDATIONS:

- 24. WCC to define and cost an appropriate package of training courses [see also 5.2].**
- 25. Kenilworth Cycleways to lead on delivering this package of training, to be funded by the Community Forum on an initial 1-year trial basis.**
- 26. WCC/Sustrans to create a list of existing led rides (e.g. Sky Ride, Go Ride).
- 27. Sustrans/Cycleways to identify volunteer leaders for local rides.

5.2 Encouraging Young People to Cycle

ISSUE:

The take-up of Bikeability schemes is good in Kenilworth at primary school level, but less at secondary school level. Parents are often not confident to allow their children to ride to school unaccompanied. Also parents need to be encouraged to cycle to school with their children.

Kenilworth Community Forum: Cycling Issues Report

SOLUTIONS:

- Work with schools through School Travel Plans to encourage more cycling rather than being dropped off by car.
- Link with schools to provide family cycle rides or adult training [see also 5.1].

RECOMMENDATIONS:

28. WCC to provide data on Bikeability schemes in town schools.

29. WCC to get schools' support for family cycling training courses [see 5.1].

5.3 Health Benefits of Cycling

ISSUE:

Promotion is needed of the health benefits of cycling, both for the individual concerned and for the local community (through reduced congestion and improved air quality).

SOLUTIONS:

- Local public health promotion of the benefits of cycling.
- Local publicity events.

RECOMMENDATIONS:

30. Ask WCC Public Health department to run a promotion in Kenilworth.

31. Ask WDC Town Centre Development Officer to consider building into local events.

5.4 Safety of Cyclists on Roads

ISSUE:

Concerns expressed about e.g. the visibility of cyclists at night, and drivers unprepared to encounter cyclists on the roads.

SOLUTIONS:

- Bikeability schemes provide safety knowledge so people are able to make informed decisions about clothing, visibility, lights and helmets.
- Safer Neighbourhood Team (SNT) to help encourage residents to cycle safely, especially at night.
- Encourage more trips by bike. The more cyclists use the roads, the more motorists become accustomed to their presence.

RECOMMENDATIONS:

- 32. Build safety education into local Bikeability training sessions [see 5.1].**
- 33. Ask Kenilworth SNT to reinforce safety messages in its communications with the public.**

5.5 Good Practice in Future Planning

ISSUE:

Proper consideration of the needs of cyclists at the early design stages of infrastructure planning (e.g. new road schemes, new housing developments) has historically been patchy and inconsistent.

SOLUTIONS:

- Ensure that cyclists' representatives have formal input into the process of designing new infrastructure schemes.
- Cyclists' representatives to be consulted where appropriate on all new planning applications.

RECOMMENDATIONS:

- 34. WCC to formalise the process of consulting cyclists' representatives (e.g. Cycleways, Sustrans) at the design stage of new schemes.**
- 35. The role of the WCC Warwick District Cycle Forum to be confirmed and consolidated, with regular meetings through the year supported by WCC cycling champions and appropriate WCC officers.**
- 36. WDC to add the Kenilworth Cyclists group to its list of consultees for all planning applications with impact on transport and highways.**

6. SHARED SPACE

The issues which can arise through cyclists sharing space with other highway and path users has already been addressed specifically in the cases of Abbey Fields and the Greenway in previous sections of this report. This section picks up more general issues of shared usage.

6.1 Cycling on Pavements

6.1.1 Adults

ISSUE:

Adults cycling on the pavements are a potential danger to pedestrians, and the activity is illegal. This is particularly a problem in the town centre and some well-used alleys. It is not clear whether it results from ignorance, fear of using the roads, unhelpful road layout or anti-social tendencies.

SOLUTIONS:

- Signage in appropriate locations.
- Education of adult cyclists.

RECOMMENDATIONS:

37. WCC/WDC to review and improve current signage as required.

38. Build this issue into local Bikeability training sessions [see 5.1].

6.1.2 Children

ISSUE:

Children cycling on pavements are also a potential danger to pedestrians, but for them the most likely reason is fear (or their parents' fear) of using potentially dangerous roads, e.g. cycling to school along Windy Arbour. The question was also raised of the right of younger children to cycle on pavements and in Abbey Fields.

SOLUTIONS:

- Clarify and publicise legal situation regarding children cycling on pavements and in Abbey Fields.
- Education of child and parents through family cycling training courses.

RECOMMENDATIONS:

39. Kenilworth SNT/WDC to clarify legal position.

40. Build this issue into local Bikeability training sessions [see 5.1].

6.2 Use of Alleyways etc.

ISSUE:

There is a considerable network of alleys in the town which could facilitate cyclists' journeys; also footways that are little used by pedestrians, especially going out of town [see also 2.1.3, bridges].

No legal right exists for cyclists to use any of this network, and in nearly all cases there would be insufficient width (usually min. 2.5 metres required) to consider converting to shared use. In practice however some cyclists do ride through alleys and along footways, sometimes at speed, causing concern and potential danger for pedestrians.

SOLUTIONS:

- An audit of the town's network of alleys and footways, identifying any of sufficient width to be considered for shared use. [NOTE: The group is aware of some work already done by Kenilworth Town Council (KTC) on this matter, and would hope to be able to build on this.]
- Consider re-designating some alleys/paths for shared use, with appropriate signage ("share with care" or even "dismount for pedestrians"), barrier alterations etc.
- Make cyclists and potential cyclists more aware of the town's network of alleys and footways (e.g. to wheel their bike through, to link up two back roads).

RECOMMENDATIONS:

41. WCC/Cycleways to conduct audit in conjunction with KTC as appropriate.
42. WCC to consider re-designation of any alleys/paths wide enough for shared use.
- 43. WCC to produce a map for Kenilworth (as it has for Leamington & Warwick), showing both cycle routes and appropriate alley/footway linkages.**

7. CONSOLIDATED LIST OF RECOMMENDATIONS

[Numbering of recommendations is as they appear in the report.]

7.1 Higher Priority

7.1.1 Ongoing representation of cyclists' interests

3. A group called 'Kenilworth Cycleways' to be set up, under the umbrella of 'Cycleways', the cycling campaign group for Leamington, Warwick & Kenilworth.
4. The group to be recognised by WCC/WDC and other bodies as the main representatives of cyclists' interests in the Kenilworth area – for consultation purposes, funding of small local projects etc.
34. WCC to formalise the process of consulting cyclists' representatives (e.g. Cycleways, Sustrans) at the design stage of new schemes.
35. The role of the WCC Warwick District Cycle Forum to be confirmed and consolidated, with regular meetings through the year supported by WCC cycling champions and appropriate WCC officers.
36. WDC to add the Kenilworth Cyclists group to its list of consultees for all planning applications with impact on transport and highways.

7.1.2 Kenilworth to Leamington cycle route (K2L)

5. WCC/WDC to use feasibility study/cost estimation results as the basis for including K2L in the CIL Infrastructure Plan as part of the WDC Local Plan.
6. Continued lobbying for K2L by councillors and all interested parties.

7.1.3 Rocky Lane bridleway

7. Kenilworth Cycleways group to bid for Community Forum funding to use CPS for regular clearance of the path.
8. Cycleways Rangers to work with WCC Rights of Way department to improve edge retaining structures along path.

7.1.4 Footbridge over railway to Clarke's Avenue

9. Ask WCC to confirm feasibility of conversion to a cycle route and likely requirements and costs.
10. Seek funding from the WCC Devolved Capital Transport Budget for Warwick District.

7.1.5 Coventry Road at Crackley

14. WCC to install new signs on A429 Coventry Road.

Kenilworth Community Forum: Cycling Issues Report

7.1.6 Abbey Fields

16. Sustrans to be commissioned by WDC/WCC to conduct a feasibility study and costing exercise of a preferred line of route for a cycle path through Abbey Fields, to include possible repositioning/replacement of pedestrian crossings in Bridge Street and Castle Road. [NOTE: Potential funding has already been identified for this study]
17. Based on the outcome of this study, the Community Forum to commission a wide-ranging public consultation on the desirability or not of a cycle route across Abbey Fields, before any further work is done to facilitate or deliver such a route.

7.1.7 Education – cycle training

24. WCC to define and cost an appropriate package of training courses [see also 5.2].
25. Kenilworth Cycleways to lead on delivering this package of training, to be funded by the Community Forum on an initial 1-year trial basis.
29. WCC to get schools' support for family cycling training courses [see 5.1].
30. Ask WCC Public Health department to run a promotion in Kenilworth.
32. Build safety education into local Bikeability training sessions [see 5.1].
33. Ask Kenilworth SNT to reinforce safety messages in its communications with the public.
38. Build this issue into local Bikeability training sessions [see 5.1].
39. Kenilworth SNT/WDC to clarify legal position.
40. Build this issue into local Bikeability training sessions [see 5.1].

7.1.8 Cycling map for Kenilworth

43. WCC to produce a map for Kenilworth (as it has for Leamington & Warwick), showing both cycle routes and appropriate alley/footway linkages.

7.2 Lower priority

7.2.1 The built environment

1. WCC to ensure that all tenders for work include the requirement to return the road to an even surface, especially drains and gulleys in the path of cyclists.
2. Everyone to report all on-going issues to WCC Highways Maintenance.

Kenilworth Community Forum: Cycling Issues Report

11. WCC to prioritise the replacement of the stepped footbridge with a ramped multi-user bridge, as part of any phase 2 plan for Kenilworth station.
12. If the car-park is approved, ask the developers to ensure the stands are of the Sheffield hoop design and appropriately placed for cyclists and the security of their cycles.
13. If the car-park is not approved, ask the developers to reinstate cycle stands anyway.
15. WCC to liaise with Coventry City Council about planned cycleway improvements on the CCC side of the boundary, and to seek funding to extend the current cycleway further into Kenilworth.

7.2.2 The Greenway

18. WCC/Sustrans to complete signage review and install appropriate “share with care” signs along the route.
19. WCC/Sustrans to address the shared space issue in further literature produced.
20. Groups representing all categories of users, including the University of Warwick in respect of staff and students, to reinforce the key messages in communications to their members.
21. WCC/Sustrans to include appropriate advice in future literature promoting the Greenway.
22. WCC/Sustrans/Cycleways to address this issue in producing a new walking/cycling map for Kenilworth [see 6.2].
23. WCC/Sustrans to complete implementation of access improvements.

7.2.3 Education

26. WCC/Sustrans to create a list of existing led rides (e.g. Sky Ride, Go Ride).
27. Sustrans/Cycleways to identify volunteer leaders for local rides.
28. WCC to provide data on Bikeability schemes in town schools.
31. Ask WDC Town Centre Development Officer to consider building into local events.

7.2.4 Shared space

37. WCC/WDC to review and improve current signage as required.
41. WCC/Cycleways to conduct audit in conjunction with KTC as appropriate.
42. WCC to consider re-designation of any alleys/paths wide enough for shared use.

APPENDIX

OTHER MATTERS DISCUSSED BUT NOT PURSUED

Issues considered low priority or having no obvious solution

Re THE BUILT ENVIRONMENT

ISSUE : Station Road between Waverley Road and Bertie Road junctions. The road (formerly two-way) was made one-way eastbound in 2006, thus removing a potentially useful route for cyclists (especially shoppers) from eastern Kenilworth to the main shopping centre. The reinstatement of this route would be especially useful if/when the footbridge at Buildbase is rebuilt [see 2.1.1.3].

SOLUTION: Nothing straightforward because the curve of the road restricts visibility. Feasibility study and safety audit would be needed. Not a priority use of any available funding.

ISSUE: Kenilworth to Stratford route. The only direct route for cyclists is along the A46; the route through villages is substantially longer. Some leisure cyclists and possibly commuters.

SOLUTION: None. Back roads (via Snitterfield or via Charlecote) are the only better alternatives.

ISSUE: Access to Waitrose from Warwick Road (by Connell's estate agents) has been chained off. Coupled with no right turn from Warwick Road into Station Road, this change has considerably reduced options for local cyclists and cyclists travelling across Kenilworth west/east.

SOLUTION: None. The former right of way was discontinued by agreement as part of the Waitrose development.

ISSUE: Difficulty for cyclists turning right from Clarendon Road into Warwick Road. Relates to railway bridge route [see 2.1.3.2].

SOLUTION: None. Use the pelican crossing close-by.

Re THE GREENWAY

ISSUE: Noise and visual intrusion from users of the Greenway affects gardens and homes backing onto it.

SOLUTION: Problem seems to have reduced – keep under review. The growth of greenery alongside the Greenway during the summer has probably helped.

Kenilworth Community Forum: Cycling Issues Report

Points of information provided:

Re ABBEY FIELDS

ISSUE: Problem with vehicular traffic to the Swimming Pool in Abbey Fields: who controls access?

ANSWER: Reception staff at the Swimming Pool allow access by buzzer. Only authorised contractors and disabled drivers should be using this path, but observation suggests otherwise.

Re THE GREENWAY

ISSUE: use of the Greenway as a bridleway.

ANSWER: It is a permissive bridleway (from the Coventry Road to Berkswell), which actually runs alongside the surfaced path.

ISSUE: A better exit for cyclists at the Berkswell end.

ANSWER: Sustrans land negotiator is assisting WCC to secure land access by the station near the Subaru garage. This is the most cost effective option. Solihull MBC is supportive.

ISSUE: Completing the resurfacing the Greenway.

ANSWER: The surface finishing has been completed in Autumn 2012, apart from the top gravel dressing of the section from the Coventry Road to Burton Green, to be completed in 2013 when warmer weather arrives.

Re EDUCATION

ISSUE: Cycle club riders travelling abreast can create a hazard for other road users.

ANSWER: Cycle clubs are not acting illegally, provided they are not riding more than two abreast. Anyway, this is not considered an issue relevant to cycle matters in Kenilworth.

Kenilworth Community Forum: Cycling Issues Report

CONTRIBUTORS

We are very grateful to the following individuals and organisations for taking part in the meetings and discussions:

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