

# **KENILWORTH to LEAMINGTON CYCLE ROUTE (K2L)**

## **The proposed route**

Updated 21.07.10 / rev. 12.06.11

*This latest design for the route has been arrived at after extensive discussion with Cycleways in Leamington, with a Kenilworth sub-group of Cycleways and with other cyclists in Kenilworth. In recent years the K2L proposal has been aired in several documents addressed to local councillors and the public, so there is no need here to repeat all the arguments in its favour, except to note that now these carry even more conviction with the Government focus on personal exercise, reduction of CO<sub>2</sub> emissions and carbon footprints.*

*The bare facts are as follows. This 4-mile stretch of the A452 is the only direct route between Kenilworth and Leamington. It is heavily used by motor traffic, particularly commuters going in both directions, and tailbacks are normal at peak periods. Cycling would present an attractive alternative for commuters because the two towns are only a 20-minute cycle ride apart, but at present only the most experienced cyclist would use this road, and with great reluctance, because of dangerous narrow stretches and road junctions. Any cyclist using the road causes interruptions to traffic flow, which is frustrating for motorists and intimidating for the cyclist.*

*The K2L proposal is a dedicated off-road cycle route running alongside the A452. It would provide a safe route for regular commuting cyclists and for less experienced cyclists wishing to link up with other recreational routes in the area (e.g. Connect 2), as well as improving pedestrian facilities along the road. As such, it would have a considerable impact in attracting more local people to cycle regularly and in reducing congestion on the A452. It would also provide a direct route from Leamington via Kenilworth to Warwick University, by linking up with Sustrans Connect2.*

*WCC's new Local Transport Plan 3 (Policy CY3) acknowledges the priority of creating an 'inter-urban cycle link' between Kenilworth and Leamington. Our proposed route identifies 14 stages of varying cost which could be implemented as funds become available, and which incrementally would create the cycle route. These are relatively inexpensive, except for the required new cycle bridge over the River Avon, and their gradual implementation would eventually create the safe and pleasant route for cycling which is the goal of K2L.*

*It differs from previous proposals in that it is mainly on the east side of the A452 and runs directly into central Leamington (not using Sandy Lane). The width of the cycleway should be at least 2.5m, though this may need to be reduced at pinch-points. It would be, or has the potential to be, a shared-use path, but ideally it should be a dedicated cycle way for most of its length.*

## **THE ROUTE (described from Kenilworth to Leamington)**

### **1. Warwick Road (Kenilworth), Jet station gyratory:**

Introduce a signalised crossing at the start of the Leamington Road, just inside the 30mph zone.

Rationale: To enable cyclists coming from Warwick Road and eastern Kenilworth (Glasshouse Lane) safely to access the west side of Leamington Road. This would also be advantageous for pedestrians – the footpath on the east side of Leamington Road stops at the point of the proposed crossing, and also there is bus-stop on the west side close to this point on the gyratory.

Comment: This would provide an important link between K2L and cyclists on the Connect2 route from Warwick University, by way of Albion Street and Farmer Ward Road.

### **2. Leamington Road, Kenilworth:**

The existing footpath on the western side of Leamington Road, linking into a pre-existing service road, requires:

- conversion to shared use
- selective widening
- dropping of kerbs at Bullimore Grove junction and cul-de-sac junction for 58-68 Leamington Road
- better surfaced link to the service road.

Comment: An alternative for a short length is to divert through Bullimore Grove and return to the footpath, provision for which exists but this is a considerable diversion for a commuting cyclist.

### **3. A46 Thickthorn roundabout:**

Improvements to the existing cycleway on the south side of the roundabout, ideally signalised crossings at the two southern slip-roads.

Rationale: To enable cyclists and pedestrians to cross the slip-roads safely; the slip-road leading to the A46 southbound is particularly dangerous because of the speed of vehicles exiting the roundabout and lack of visibility.

### **4. A452 from A46 to Chesford crossroads (junction with B4115):**

A shared-use cyclepath exists on the west side of the A452, and a toucan crossing to access the east side of the A46 just before the Chesford crossroads. An improvement would be to widen the shared-use path, currently only 2m wide.

Comment: There is ample space for widening. The current width is very tight to pass, especially as it runs right on the edge of the road; often there are people waiting at the bus-stop, blocking the way.

## **5. Crossing the B4115 road towards Ashow (on the east side of Chesford crossroads):**

Introduce signage warning motorists of the cycle route crossing the B4115.

Comment: There is an existing centre island at the A4115 junction to assist crossing.

## **6. Bridging the River Avon (to the east/north-east of the road bridge):**

6.1 Construct 200m of new shared-use cyclepath in the wooded section below the A4115.

6.2 Construct a single span 30m bridge over the Avon, independent of the road bridge, for shared-use.

6.3 Construct a new length of shared-use cyclepath over the flood plain on a simply supported bridge in 3 concrete spans.

Rationale: The road bridge is very narrow, with an equally narrow footpath on one side, and is dangerous and extremely unpleasant for cyclists and pedestrians. It is the most restrictive part of the A46 for both categories of users.

Comment: Acquisition of narrow strips of land on each side of the river may be required, where not WCC owned.

## **7. Bericote Road roundabout:**

Introduce signage warning motorists of the cycle route crossing the Bericote Road junction.

Comment: An existing cyclepath 3m wide exists around the north and east sides of the roundabout, currently delivering the cyclist back into the traffic on the east side of the A452 towards Leamington. The entrance to Bericote Road has a centre island, but no dedicated cycle crossing.

## **8. A452 from Bericote roundabout to Sandy Lane junction:**

To construct approximately 900m of new cyclepath on the east side of the A452 between these two points, with potential for shared use.

Rationale: The land on the east side of the A452 is much better suited for a cycleway than to adapt the existing narrow footpath on the west side, which is right on the edge of the road and terraced above the neighbouring fields.

Comment: Acquisition of a strip of land may be required, where not WCC owned. About 600m would run in the fields adjacent to the A452; the other 300m would be built on the wide verge past the Rugby Club. The construction of this length of cyclepath has always been a key objective of K2L.

## **9. Sandy Lane junction :**

Introduce signage warning motorists of the cycle route crossing the junction.

Comment: A short existing length of cyclepath links the A452 to Sandy Lane. The revised K2L route now proposes to continue over the Sandy Lane junction to follow the A452, but Sandy Lane provides an alternative route for cyclists heading for north Leamington.

Rationale: Most cyclists will wish to take the most direct route into central Leamington, following the A452. Also, the first part of Sandy Lane has quite a steep gradient going south.

#### **10. A452 from Sandy Lane junction to the Blackdown roundabout:**

Convert the existing footpath on the east side of the A452 to a shared-use cycleway.

Comment: A wide track, in need of resurfacing and maintenance, already links Sandy Lane to the footpath by the side of the A452.

#### **11. The Blackdown roundabout:**

Convert the existing footpath around the east side of the roundabout to shared use. Introduce signage warning motorists of the cycle route crossing the A4113 Stoneleigh Road junction.

Comment: The entrance to Stoneleigh Road has an existing centre island.

#### **12. A452 (Kenilworth Road) from Blackdown roundabout to Leamington 30mph zone:**

Create a cycleway on the east side of this section of the A452.

Comments: In the first part of this section, the width of the footpath is restricted by private boundary walls, and some minor land acquisition might be necessary. Nearer Leamington, a significant length of this section is adjacent to North Leamington School playing fields, and there is adequate space for a new cycleway to be constructed on the edge of this land, perhaps keeping the existing hedge between the cycleway and the footpath. However, there is sufficient space between the hedge and the road to widen the existing footpath to shared use, and some cyclists feel more secure if they are visible from the road.

#### **13. Kenilworth Road (Leamington):**

Convert the existing wide footpath to shared use as far as the signalised crossing on the Kenilworth Road beyond Cloister Crofts.

#### **14. Cloister Crofts junction:**

Introduce warning signage for motorists.

Rationale: Taking the cycleway into Leamington as far as the signalised crossing on the Kenilworth Road permits cyclists riding north out of Leamington to access the new cycleway on the opposite (east) side of the A452.

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**Any comments to Cycleways Richard Morris (01926-856624) <[morris.elgin@btinternet.com](mailto:morris.elgin@btinternet.com)>**