

LOCAL PLAN

helping shape the district

WDC KEANINGS
 Ref
 Officer
 26 JUL 2013
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 Ref: 9640
 Rep. Ref.

Revised Development Strategy Response Form 2013

Please use this form if you wish to support or object to the Local Plan - Revised Development Strategy.

If you are commenting on multiple sections of the document you will need to complete a separate copy of Part B of this form for each representation.

This form may be photocopied or, alternatively, extra forms can be obtained from the Council's offices or places where the plan has been made available (see back page). You can also respond online using the LDF Consultation System, visit: www.warwickdc.gov.uk/newlocalplan

Part A - Personal Details

	1. Personal Details	2. Agent's Details (if applicable)
Title	Mr.	
First Name	Richard	
Last Name	Morris	
Job Title (where relevant)		
Organisation (where relevant)		
Address Line 1		
Address Line 2		
Address Line 3		
Address Line 4		
Postcode		
Telephone number		
Email address		
Would you like to be made aware of future consultations?		No
About You: Gender		
Ethnic Origin		
Age		35 - 44
Where did you hear about this consultation? (Please tick all that apply)	* but Kenilworth Cycleways members are both sexes, all ages.	

Part B - Commenting on the Revised Development Strategy

If you are commenting on multiple sections of the document you will need to complete a separate sheet for each representation

Sheet of

Which part of the document are you responding to?

5.4 THICKTHORN, Kenilworth

Paragraph number / Heading / Subheading (if relevant)

5.4.12 Rocky LANE

Map (e.g. Proposed Development Sites – District Wide)

What is the nature of your representation?

N/A

Support

Object

Please set out full details of your objection or representation of support. If objecting, please set out what changes could be made to resolve your objection (Use a separate sheet if necessary).

In fact, Rocky Lane is, in part, a bridleway and is considerably used by commuting and leisure cyclists from Kenilworth to avoid the dangerous A46/A452 gyratory. It provides access, via the B4115 (crossing the A452 at the Chesford light-controlled crossing), to the NCN route 52 to Warwick (Woodloes) past The Saxon Mill. It will also provide an alternative access, via B4115, to K2L when built, joining the latter at Chesford. The proposed development at Thickthorn will add greatly to the usage of such routes by commuting and leisure cyclists.

Therefore it is essential that:-

- a) Rocky Lane, from Glasshouse Lane to the B4115 is developed as a 3m-wide shared use pedestrian/cycle path;
- b) A shared use off-road pedestrian/cycle path is introduced along the B4115 between Rocky Lane and the Chesford A452 crossroads.

**WDC NEW LOCAL PLAN : REVISED DEVELOPMENT STRATEGY
RESPONSE from KENILWORTH CYCLEWAYS¹**

TRANSPORT INFRASTRUCTURE (5.6 + a comment on 5.4.12)

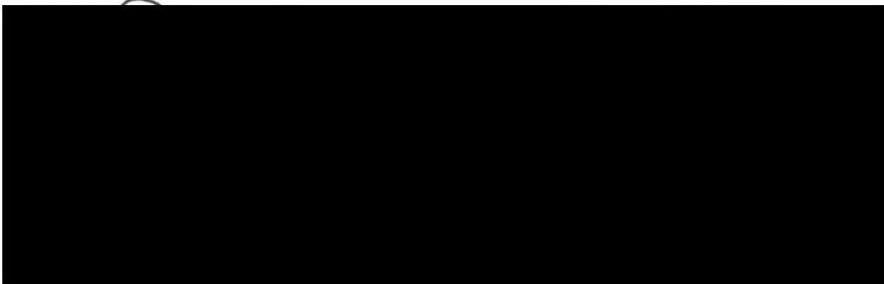
Kenilworth Cycleways is pleased to note the general principles for the development of sustainable transport in the District, as set out in the six bullet points under 5.6.4; also the inclusion of K2L and a shared-use cycleway between Kenilworth and Leek Wootton, as part of improvements to the wider cycle network.

We are therefore surprised and disappointed that these principles and proposals are not explicitly incorporated into the specific transport schemes 01-05 listed on p.66, which describe measures almost entirely beneficial to motor vehicles only.

Our comments on specific sections of the Revised Development Strategy document follow on the nine Response Forms (Part B) attached. In many cases, it is inappropriate to tick 'Support' or 'Object'.

We trust that our comments will lead to appropriate specific improvements regarding cycling and sustainable transport in the final version of the Plan.

For Kenilworth Cycleways, 24.07.13:



¹ KENILWORTH CYCLEWAYS is a group of volunteers established through the Kenilworth Community Forum, to promote courteous healthy cycling in Kenilworth and its vicinity. It is also the lead group urging the implementation of K2L, the Kenilworth to Leamington off-road cycle route.

Part B - Commenting on the Revised Development Strategy

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Sheet of

Which part of the document are you responding to?

5.6 TRANSPORT MITIGATION PROPOSALS

Paragraph number / Heading / Subheading (if relevant)

5.6.4, p.65, 4th bullet point

Map (e.g. Proposed Development Sites – District Wide)

What is the nature of your representation?

Support

Object

Please set out full details of your objection or representation of support. If objecting, please set out what changes could be made to resolve your objection (use a separate sheet if necessary).

We strongly support the provision of a shared use 'foot/cycleway' between Kenilworth and Leek Wootton, which must be off-road and of appropriate width. We urge that it should be continued as far as the A46/A429 gyratory, to provide a direct off-road cycle path for NCN route 52 between Kenilworth and Warwick.

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Sheet of

Which part of the document are you responding to?

5.6. TRANSPORT MITIGATION PROPOSALS

Paragraph number / Heading / Subheading (if relevant)

5.6.4, p. 65, top bullet point

Map (e.g. Proposed Development Sites - District Wide)

What is the nature of your representation?

Support

Object

Please set out full details of your objection or representation of support. If objecting, please set out what changes could be made to resolve your objection (Use a separate sheet if necessary).

We strongly support the construction as soon as possible of K2L as a dedicated off-road cycle path between Kenilworth and Leamington, now that the WCC Feasibility Study (Communities Group, June 2013) has established its route and practicality. It has been identified since 2011 (WCC Local Transport Plan 3) as one of two top priorities for 'inter-urban cycle routes' in the county. A major development like that proposed for Thickthorn provides one obvious source for developer funding to progress this important sustainable transport project.

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Sheet of

Which part of the document are you responding to?

5.6. TRANSPORT MITIGATION PROPOSALS

Paragraph number / Heading / Subheading (if relevant)

5.6.5, p.66, Scheme 01

Map (e.g. Proposed Development Sites - District Wide)

What is the nature of your representation?

N/A

Support

Object

Please set out full details of your objection or representation of support. If objecting, please set out what changes could be made to resolve your objection (Use a separate sheet if necessary).

THICKTHORN ROUNDABOUT

Signalised crossings of the slip-roads for cyclists and pedestrians must be an integral part of this proposal. The proposed route for K2L will use the south side of the gyratory, involving the northbound exit slip-road from A46 and the southbound entry slip-road to the A46.

Part B - Commenting on the Revised Development Strategy

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Sheet of

Which part of the document are you responding to?

5.6 TRANSPORT MITIGATION PROPOSALS

Paragraph number / Heading / Subheading (if relevant)

5.6.5, p.66, Scheme 02

Map (e.g. Proposed Development Sites – District Wide)

What is the nature of your representation?

N/A

Support

Object

Please set out full details of your objection or representation of support. If objecting, please set out what changes could be made to resolve your objection (use a separate sheet if necessary).

KENILWORTH GYRATORY

No provision for cyclists is indicated, even though this is the proposed starting point for K2L. Roundabouts are particularly dangerous places for cyclists, especially if they are on a slope as here: keeping speed with the traffic, indicating to change lanes, and cycling across exits are particular problems.

The K2L plan proposes:-

- a) a toucan crossing over the Leamington Road about where the 30mph signs are;
- b) and a shared use off-road path on the east side of Leamington Road from this point into the entrance of Birches Lane.

Thus a light-controlled crossing is desirable near the start of Birches Lane, to take cyclists into Farmer Ward Road (a possible cross-town link to the Kenilworth Greenway and Warwick University). All this is especially relevant in the context of increased housing and proposed office development at Thickthorn.

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Which part of the document are you responding to?

5.6 TRANSPORT MITIGATION PROPOSALS

Paragraph number / Heading / Subheading (if relevant)

5.6.5, p-66, Scheme 03

Map (e.g. Proposed Development Sites - District Wide)

What is the nature of your representation?

Support

Object

Please set out full details of your objection or representation of support. If objecting, please set out what changes could be made to resolve your objection (Use a separate sheet if necessary).

A452 BERICOTE ROUNDABOUT

No provision for cyclists is indicated, even though this part of the route of K2L. Roundabouts are particularly dangerous places for cyclists. The K2L cycle path will be on the east side of the roundabout, so cycling across the exit to Bericote Lane will pose a particular danger. Some sort of controlled crossing may need to be considered.

Part B - Commenting on the Revised Development Strategy

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Sheet of

Which part of the document are you responding to?

5.6. TRANSPORT MITIGATION PROPOSALS

Paragraph number / Heading / Subheading (if relevant)

5.6.5, p.66, Scheme 04

Map (e.g. Proposed Development Sites – District Wide)

What is the nature of your representation?

N/A

Support

Object

Please set out full details of your objection or representation of support. If objecting, please set out what changes could be made to resolve your objection (use a separate sheet if necessary).

A452 BLACKDOWN ROUNDABOUT

As for the Bericote roundabout, no provision for cyclists is indicated, even though this part of the route of K2L. Roundabouts are particularly dangerous places for cyclists. The K2L cycle path will be on the east side of the roundabout, so cycling across the exit to the B4113, Stoneleigh Road, will pose a particular danger. Some sort of controlled crossing may need to be considered.

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Sheet of

Which part of the document are you responding to?

5.6. TRANSPORT MITIGATION PROPOSALS

Paragraph number / Heading / Subheading (if relevant)

5.6.5, p.66, Scheme 05

Map (e.g. Proposed Development Sites - District Wide)

What is the nature of your representation?

N/A

Support

Object

Please set out full details of your objection or representation of support. If objecting, please set out what changes could be made to resolve your objection (Use a separate sheet if necessary).

'A452^{*}, SPINNEY HILL ROUNDABOUT' (WOODLOES)

No future provision for cyclists is indicated, even though this is the current termination of NCN route 52 from Kenilworth into Warwick. Roundabouts are particularly dangerous places for cyclists. Currently there is no provision for cyclists at the end of route 52 heading towards Warwick to integrate safely with traffic (they are on the wrong side of the A429).

(* Shouldn't this be A429?)

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Sheet of

Which part of the document are you responding to?

5.6 TRANSPORT MITIGATION PROPOSALS

Paragraph number / Heading / Subheading (if relevant)

5.6.4, p. 64, final bullet point

Map (e.g. Proposed Development Sites – District Wide)

What is the nature of your representation?

Support

Object

Please set out full details of your objection or representation of support. If objecting, please set out what changes could be made to resolve your objection (use a separate sheet if necessary).

We welcome the principle of 'Internal provision for pedestrians and cyclists on all major sites to deliver good access to ... etc ... green infrastructure'.

We would urge the use of shared use paths wherever possible, to extend the network of off-road routes available to cyclists in the District; and consider converting, physically and legally, some existing footpaths to shared use where appropriate (e.g. where current pedestrian use is negligible).

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