

# WARWICKSHIRE LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN



FEBRUARY 2024



# Part 1 ▶ Introduction



## 1. Foreword

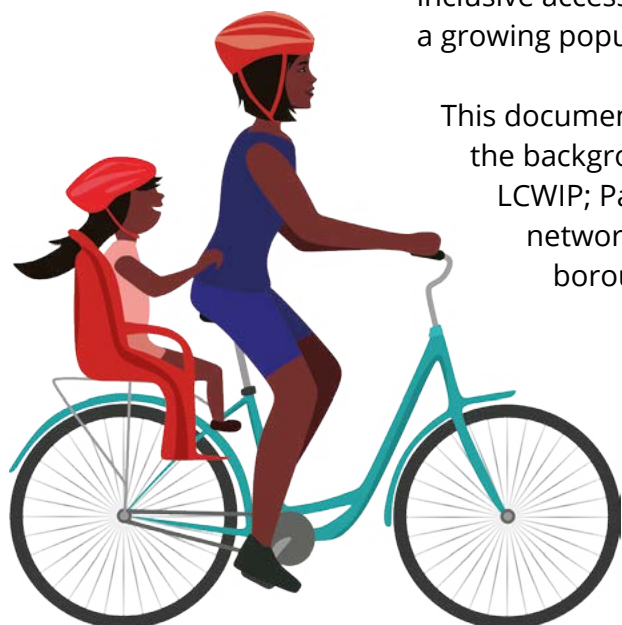
Walking and cycling are ideal modes of transport for short local trips. They are low-cost, accessible, healthy, environmentally friendly and efficient. Nationally, two out of every three personal trips are within five miles, an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.

The majority of Warwickshire residents live in urban areas; where distances to key destinations are often short; and combining walking and cycling with bus or rail travel offers opportunities for longer distance journeys. Both urban and rural areas provide a range of attractive recreational settings for walking and cycling.

The Government published the first **Cycling and Walking Investment Strategy** in 2017. This included guidance for local authorities on the preparation of Local Cycling and Walking Infrastructure Plans (LCWIP). In 2020, the Government produced a new vision for walking and cycling (**Gear Change**) alongside detailed cycle infrastructure design guidance. A second Cycling and Walking Investment Strategy in 2022 reaffirmed the commitment to making walking, wheeling and cycling the natural choices for millions more journeys.

Warwickshire's first LCWIP builds on previous improvements to walking and cycling infrastructure, supports our current programme of active travel initiatives and responds to recent feedback from local communities. The LCWIP reviews and updates the walking and cycling network development plans for each of the five boroughs and districts, and sets out proposals and priorities for a countywide programme of walking, wheeling and cycling schemes for the next 10 years and beyond. This will help ensure high quality infrastructure can be delivered that enables sustainable travel patterns for everyday journeys and provides inclusive access for leisure activities - meeting the demands of a growing population and supporting a vibrant economy.

This document is organised into three sections; Part 1 sets out the background, methodology and scope of Warwickshire's LCWIP; Part 2 reviews the evidence and identifies network plans for walking and cycling by district or borough; Part 3 focuses on implementation.





## 2. Aim and objectives

The **Council Plan (2022-2027)** ambition is, 'to make Warwickshire the best it can be, sustainable now and for future generations'. This ambition, together with strategic priorities to develop a thriving economy, support sustainable futures and create a place where people live their best lives, is supported by the key aim of the Warwickshire Local Cycling and Walking Infrastructure Plan:

**'To create a safe and attractive environment for walking, wheeling<sup>1</sup> and cycling, so that they become the natural choices for shorter journeys and outdoor recreation in Warwickshire'.**

**The principal objectives of LCWIPs as defined by the Department for Transport are to:**

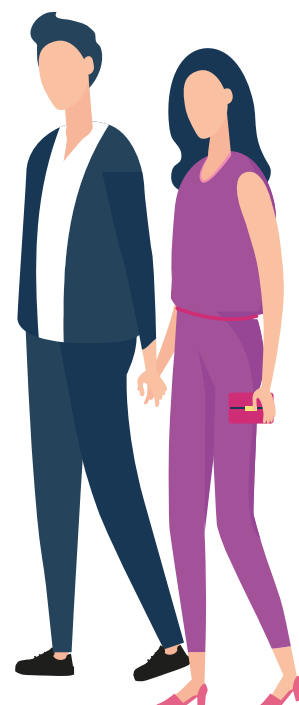
- Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term.
- Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies.
- Make the case for future funding for walking and cycling infrastructure.

**And the key outputs of this LCWIP are:**

- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements (Parts 1 and 2).
- Network plans for walking and cycling which identify preferred routes and core zones for further development (Part 2).
- A prioritised programme of infrastructure improvements for future investment (Part 3).

Underpinning all of these outputs is the identification of physical improvements to create a safe and attractive environment for walking, wheeling and cycling – which means designing high quality infrastructure in line with latest guidance and replicating good practice, in order to make Warwickshire the best it can be.

<sup>1</sup>Wheeling refers to the use of wheelchairs (manual and electric), mobility scooters, prams, buggies and push scooters. It includes people who may not identify with walking but use the pedestrian environment at a similar speed to walking. Where walking infrastructure is referenced in this LCWIP, this also signifies facilities to enable wheeling.





### 3. Challenges and opportunities

Over the next 10 years, Warwickshire faces significant challenges in managing the impacts of Covid-19, climate change and population growth whilst achieving efficiencies in public spending and supporting the aspirations of local people and businesses. However, with most challenges there are also opportunities; to encourage walking and cycling; and to develop new partnerships to deliver improvements.

Table 1: 10 Challenges and Opportunities for walking and cycling in Warwickshire

<b>Challenge 1: Safety – perceptions of safety and actual risk</b>
<b>Opportunities:</b> <ul style="list-style-type: none"> <li>• to provide safer infrastructure for walking and cycling, including separate facilities wherever possible</li> <li>• to continue to invest in a casualty reduction programme</li> <li>• to support targeted investment in maintenance of paths and cycle tracks</li> <li>• to extend the reach of Warwickshire’s Safe and Active Travel programme to more schools, workplaces and communities</li> <li>• to support education and training for pedestrians, cyclists and drivers</li> <li>• to work with Police on addressing concerns about personal safety</li> </ul>
<b>Challenge 2: Climate Change and Air Quality</b>
<b>Opportunities:</b> <ul style="list-style-type: none"> <li>• to invest in walking and cycling infrastructure and promote walking and cycling as low carbon alternatives to single-occupancy car journeys</li> <li>• to trial e-bikes and e-cargo bikes for last mile freight deliveries</li> <li>• to reduce emissions and poor air quality through investment in sustainable travel modes and low emission vehicles and supporting infrastructure</li> </ul>
<b>Challenge 3: COVID-19 and the impacts on health, travel and economy</b>
<b>Opportunities:</b> <ul style="list-style-type: none"> <li>• to continue the increase in local walking journeys (for utility journeys and leisure trips)</li> <li>• to maintain interest in cycling, particularly less confident riders and people who have recently bought cycles</li> <li>• to sustain the reduction in travel demand due to working from home (whilst maintaining a healthy lifestyle)</li> <li>• to promote short journeys to local/ independent retailers and food/ beverage businesses</li> <li>• to develop packages of walking and cycling activities as part of ‘staycations’ and sustainable tourism</li> </ul>
<b>Challenge 4: Population growth (including increases in older and school age populations) and associated pressures on highways and local services</b>
<b>Opportunities:</b> <ul style="list-style-type: none"> <li>• to seek developer funding for high quality walking and cycling infrastructure and wider transport improvements</li> <li>• to expand cycle training and road safety programmes in schools and community settings</li> <li>• to support more accessible and inclusive walking and cycling facilities</li> </ul>

**Challenge 5: Health and wellbeing – particularly physical inactivity, obesity and mental health****Opportunities:**

- to promote walking and cycling as active travel modes and leisure activities, and invest in walking and cycling infrastructure
- to work with health partners and public health commissioned services, such as Fitter Futures Warwickshire, to promote walking and cycling activities including cycle training and exercise on prescription. Such programmes can help those with long term conditions to manage their health.

**Challenge 6: Public transport – access, frequency and flexibility****Opportunities:**

- to improve access by foot and by cycle to public transport hubs, including waymarking of routes
- to provide safe and attractive passenger waiting facilities and cycle parking
- to investigate cycle hire and scooter hire for first mile and last mile of longer journeys by public transport
- to consider carriage of cycles on rural bus services

**Challenge 7: Historic towns and spaces – constraints on highway space and tension between design standards and historic environments****Opportunities:**

- to reduce motor traffic and on-street parking and reallocate this road space to walking and cycling and essential vehicle access (including deliveries and disabled parking)
- to reduce noise and pollution through investment in sustainable travel modes and low emission vehicles
- to trial innovative approaches to design solutions

**Challenge 8: Connecting communities to jobs and services – in an equitable way that helps to rebalance rural and urban opportunities****Opportunities:**

- to promote walking and cycling as active travel modes for short journeys in towns to access education, training and employment, and combining with public transport for longer journeys
- to work with employers and schools to provide active travel facilities and training
- to promote electrically assisted pedal cycles, making cycling more accessible to a range of users and facilitating longer journeys
- to support rural tourism by improving trails for walking, cycling and horse riding
- to provide safe and attractive passenger waiting facilities and cycle parking for public transport
- to integrate active travel with wider approaches to levelling up communities

**Challenge 9: HS2 and major infrastructure projects – impacts of construction and development**

**Opportunities:**

- to work with partners to mitigate impacts of infrastructure projects on existing paths and streets
- to 'future-proof' developments by integrating high quality walking and cycling infrastructure within the development and providing safe and sustainable access to amenities in the wider community

**Challenge 10: Lack of funding and cost of living**

**Opportunities:**

- to recognise the value for money and wide range of benefits (health, social, environmental, economic) of walking and cycling projects
- to seek efficiencies through partnership working, prioritisation, phasing and prudent management
- to maintain a pipeline of schemes, in preparation for new funding opportunities
- to seek developer funding for high quality walking and cycling infrastructure and wider transport improvements
- to develop cycle loan and hire schemes and community activities that provide low cost access to cycles and supported training and rides





## 4. Local aspirations

Recent engagement with local communities has shown a clear appetite for accelerating projects to mitigate climate change, and a strong desire to improve facilities to enable more walking and cycling. This is reflected in the seven areas of focus in the 2022-2027 Council Plan:

- Create vibrant places with safe and inclusive communities
- Deliver major infrastructure, digital connectivity, improved transport options
- Promote inclusive, sustainable economic growth
- Tackle climate change, promote biodiversity and deliver on Net Zero
- Deliver our Child Friendly Warwickshire strategy
- Through education, improve life opportunities for children, young people and those with special educational needs and disabilities
- Support people to live healthy, happy, and independent lives

A residents' panel was set up in 2022 to give people an opportunity to share their views on a variety of subjects. Surveys for the 'Voice of Warwickshire' have included Levelling Up, climate change and the Council website. The [County Council's Child Friendly Warwickshire \(CFW\) programme](#) undertook a wide-ranging survey between February and March 2021. With feedback from more than 1,800 people aged between four and 17-years-old, responses showed that children and young people aspired to a green county with more parks and open spaces. The three top changes requested were; more parks; more fun things to do, especially for older children; and safer traffic.

Consultation in 2021 on key themes for Warwickshire's new Local Transport Plan demonstrated high levels of support for investing in walking and cycling infrastructure and improved public transport provision.

Specific engagement on walking and cycling for this LCWIP took place between May and July 2021, inviting local people to have their say on infrastructure improvements. Over 2,000 responses to an interactive map on the 'Commonplace' online platform showed the scale of support and scope of work required in providing better facilities to encourage more walking and cycling in Warwickshire.

*Table 2: Results from LCWIP Commonplace survey, 2021*

Problems and issues (Top 5)	Suggested improvements (Top 5)
1. No dedicated cycling route	1. Provide a shared footway/ cycleway
2. Cycle route needs improving	2. Create more space for cycling
3. Traffic volume or behaviour	3. Create more space for pedestrians
4. Insufficient space for all users	4. Provide a safe crossing point
5. Poor surface	5. Improve on-road facilities for cycling

Information from the interactive maps was used to develop the network proposals in the draft LCWIP and stimulate discussions with other stakeholders.

Detailed consultation on the draft LCWIP took place between June and August 2022 with face-to-face events around the county (100 participants), meetings with key stakeholders, an online survey (1,031 responses) and emailed submissions (75). Over 90% of online respondents were residents of

Warwickshire. The feedback demonstrated a high level of agreement with the draft LCWIP, its aims and proposals, and provided detailed feedback on the infrastructure plans. All of the comments (from events, online survey responses and emailed submissions) were reviewed in order to update the LCWIP. The majority of respondents stated that they would walk and/or cycle more should the routes be delivered as outlined in the plans, highlighting the potential impact of the LCWIP.

The 2021 Commonplace survey and 2022 LCWIP consultation responses are described in more detail in Part 2. A separate consultation report is also available.

## 5. Types of walking and cycling infrastructure

While investment in high profile dedicated cycling infrastructure on key corridors is likely to have the biggest impact in terms of increasing cycling levels, there are also opportunities for other infrastructure improvements to make cycling easier, safer and more convenient, such as providing secure cycle parking, permitting contra-flow cycling on one-way streets, improving specific junctions, installing crossings, removing barriers and introducing 20mph limits in town centres and residential areas.

Similarly for walking and wheeling, public realm investments in 'Active Travel Zones' or town centres will benefit the greatest number of people. However targeted investment in new crossings and footway connections to access local services (particularly schools and community hubs) are also important, as are very localised improvements such as dropped kerbs, ramps, tactile surfaces, removal of barriers, seating and improved lighting. Small changes can make a substantial difference to route choices for more vulnerable pedestrians such as the young, elderly and people with disabilities.

The management of car parking, rebalancing of highway space and reduction in motor traffic contribute to safer environments for walking and cycling. Projects such as 'School Streets' prioritise the most vulnerable users by limiting motor vehicle access and parking around school entrances, thereby providing safer and more attractive spaces for walking, wheeling and cycling. In rural areas, measures to reduce speed and manage traffic and create 'Quiet Lanes' can benefit pedestrians and cyclists as well as horse-riders.

Whilst it is not practical to design every walking and cycling route at the network planning stage, it is useful to identify the type of infrastructure that is desirable in order to develop cost estimates and assist in the feasibility and prioritisation process.

The type of infrastructure on each route will vary according to criteria such as traffic speeds and levels of use, as well as physical constraints (this being particularly relevant in Warwickshire's historic streets). Many of the potential routes and Active Travel Zones identified in this LCWIP will benefit from a package of different types of infrastructure, including measures to manage motor vehicles (for example speed limits, access restrictions and parking restrictions) as well as measures to support more walking and cycling (for example crossings, wider paths and cycle parking).

Before gathering evidence and setting out proposals to upgrade existing infrastructure and provide new infrastructure, it is therefore helpful to identify the types of infrastructure that contribute to a safe and attractive environment for walking, wheeling and cycling. There are already many examples within Warwickshire and the wider West Midlands.



## Pavements and paths

This includes footways alongside roads, permissive paths and public footpaths



Resurfaced footway with tactile paving, Atherstone



Continuous footway across side road, Warwick



Permissive path, Baginton

## Pedestrian zones and public spaces

From shopping streets to town squares



Pedestrian zone, Rugby



Pedestrian zone, Stratford



Town square, Atherstone

## Quiet mixed traffic streets and lanes

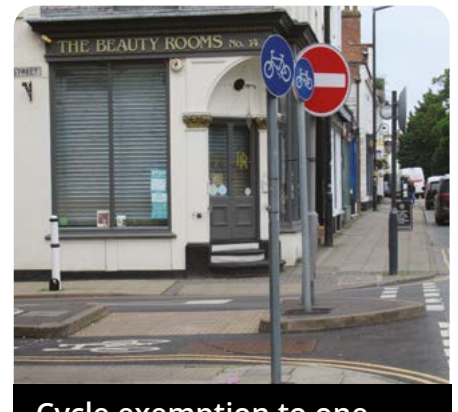
Low traffic streets include quiet lanes and urban back streets as well as roads with road closures and modal filters/ cycle exemptions.



No through road to motor traffic, Stratford



No through road to motor traffic, Warwick



Cycle exemption to one-way street (modal filter), Warwick

Traffic speeds can be managed through speed limits and traffic calming measures (horizontal and vertical).



20 mph residential area, Rugby



20mph retail area, Rugby



Horizontal traffic calming (give-way), Rugby



Horizontal traffic calming (give-way with cycle bypass), Coventry



Horizontal traffic calming (give-way with cycle bypasses), Baginton



Vertical traffic calming (speed cushions), Baginton

Slower speed limits in villages are highlighted using gateway signs.



Village entry point, Lighthorne



Village exit point, Moreton Morrell

Traffic speeds can also be influenced by changes in road geometry and surfacing.



Buff contrast surfacing, Warwick



Historic cobbled street, Atherstone



Mixed surfacing materials and narrow roads in new residential area, Stratford

School areas are highlighted through signs, markings and parking restrictions



Pedestrian zone, Rugby



Pedestrian zone, Stratford



Rugby

## Space for cycling within highways:

bus/ cycle lanes, advanced stop lines and cycle lanes (mandatory, advisory and contraflow)



Bus and cycle lane, Rugby



Advanced stop line for cyclists, Leamington



Mandatory cycle lane, Warwick



Advisory cycle lane,  
Leamington



Contraflow cycle lane,  
Stratford



Light segregated two-way  
cycle lanes, Birmingham

## Motor traffic free routes for walking and cycling

These include cycle tracks, bridleways, byways and towpaths. Some routes in rural areas are also shared with horse-riders.

Well-used urban routes may have segregation between pedestrians and cyclists, either with a flat white line, raised white line or kerb.



Kerb segregated cycle  
track, Warwick



White line segregated  
cycle track alongside road,  
Warwick



White line segregated cycle  
track through open space,  
Warwick



Raised white line  
segregated cycle track  
with tactile surfacing,  
Leamington



Kerb segregated two-way  
cycle track alongside road,  
Birmingham

Shared use routes may be found alongside roads, rivers and canals, and through open spaces. These include Warwickshire Country Park Greenway routes in Kenilworth, Stratford and Offchurch which follow disused railway corridors.



Shared use footway and cycle track, Leamington



Shared use footway and cycle track, Rugby

School areas are highlighted through signs, markings and parking restrictions



Shared use path, Warwick



Shared use path, Kenilworth



Towpath, Rugby

## Crossings, footbridges and underpasses

There are a range of crossing types from central refuges and raised crossing points to zebra crossings and Tiger crossings (a zebra crossing with a parallel cycle crossing)...



Raised crossing point, Warwick



Central refuge, Rugby



Raised crossing point with refuge, Warwick

... to signal-controlled crossings (stand alone and at junctions) including Puffin crossings (pedestrians), Toucan crossings (pedestrians and cyclists) and Pegasus crossings (pedestrians, cyclists and horse-riders).



**Zebra crossing, Kenilworth**



**Parallel crossing, Solihull**



**Staggered Toucan crossing with kerbs rather than guard rail, Rugby**



**Puffin crossing, Leamington**



**Toucan crossing**



**Pegasus crossing, Rugby**

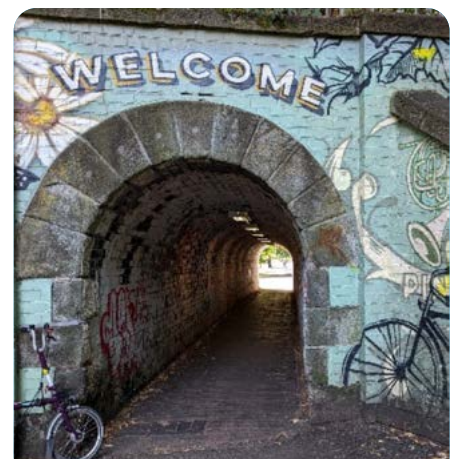
Busier roads, canals, rivers and railways require crossings via foot and cycle bridges or underpasses



**Foot and cycle bridge over Gog Brook, Warwick**



**Foot and cycle bridge over railway, Kenilworth**



**Pedestrian and cycle underpass, Nuneaton**

## Cycle parking

Good cycle parking should provide a fixed structure to support and secure the bicycle and be convenient for journey destinations. Long stay parking should be covered and secure.



Sheffield stands, Stratford



Sheffield stands, Rugby



Sheffield stands, Leamington



Sheffield stands and shelter, Leamington



Two-tier covered cycle parking, Leamington



Two-tier covered cycle parking, Stratford

## Wayfinding



Pedestrian fingerposts, Leamington





## 6. Design guidance and assessment techniques

The overarching design principles (relevant to walking facilities as well as cycle routes) were set out in the Department for Transport's [LCWIP Technical Guidance](#) in 2017 and restated in the Local Transport Note in 2020 (Cycle Infrastructure Design LTN1/20). All new infrastructure should therefore be designed in accordance with the five core principles: **coherent, direct, safe, comfortable and attractive**.

One of the most significant barriers to walking, wheeling and cycling is the perception of risk; with many people deterred from cycling due to fears about mixing with traffic; or discouraged from walking because of concerns about crossing busy roads. This was clearly shown in local feedback on the Warwickshire LCWIP.

Latest design guidelines, such as LTN1/20, focus on separation of different road users – where cycles are treated as vehicles and not as pedestrians, and cyclists are physically separated from pedestrians on urban streets, as well as being protected from high volume motor traffic.

Accessibility and inclusiveness are also critical, and infrastructure should be planned and designed for people of all ages and abilities.

Warwickshire County Council will use relevant assessment and audit tools (including those listed below) to review existing and planned facilities, and where feasible will apply latest design guidelines (including LTN1/20) on all new highways projects:

### Assessment and audit tools

- [Route Selection Tool](#), DfT, April 2017
- [Walking Route Audit Tool](#), DfT, April 2017
- [Walking, Cycling and Horse-Riding Assessment and Review](#) (WCHAR), DMRB GG142, November 2019
- [Road Safety Audit](#), DMRB GG119, Revision 2, January 2020
- Cycling Level of Service, in [LTN 1/20](#) July 2020
- [Healthy Streets Design Check England](#), DfT September 2021
- [Active Mode Appraisal Toolkit](#), DfT May 2022
- [Health Equity Assessment Tool \(HEAT\)](#), Public Health England (used as part of adopting a [Health in All Policies](#) approach)
- [Propensity to Cycle Tool](#) (PCT)
- [Cycling Infrastructure Prioritisation Toolkit](#) (CyIPT)
- [Equality Impact Assessment](#), Warwickshire County Council
- Cycle Audit, Warwickshire County Council



## Design standards and guidance

- **A Guide to Inclusive Cycling**, Wheels for Wellbeing, Edition 4, December 2020
- Cycle Infrastructure Design **Local Transport Note 1/20**, Department for Transport, July 2020
- **Designing for Cycle Traffic**, DMRB CD 195 Revision 1.0.1, March 2021
- **Designing for walking, cycling and horse-riding**.0.1, DMRB CD 143 Revision 2.0.1, March 2021
- **Guidance on the use of tactile paving surfaces**, DfT, 2007
- **Highway Construction Details** (700 Series) Volume 1: General Details, Volume 2: Cycleways, Warwickshire County Council, Issue 1 Feb 2021
- **Inclusive Mobility** – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, DfT, 2005
- **Manual for Streets** 1: DfT, 2007 and 2: CIHT, September 2010
- **The Traffic Signs Regulations and General Directions** (TSRGD), 2016 – statutory instrument including schedules for road signs and markings (regulatory and advisory)
- **National Design Guide**, MHCLG, January 2021, **National Model Design Code**, MHCLG, January 2021
- **Warwickshire Design Guide**, Warwickshire County Council, January 2022

Active Travel England was established in 2022 as an executive agency of the Department for Transport. Its purpose is to raise the design standards of 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 increase the skills and capacity in local authorities to deliver active travel schemes. Further design and assessment tools are expected to be provided by Active Travel England.



## 7. Policy Framework

The Warwickshire LCWIP responds to a number of national and regional strategies and supports delivery of policies and actions within county, district and parish plans.

Warwickshire is within the **Midlands Engine** and **Midlands Connect** sub-regional area, is a non-constituent authority of the **West Midlands Combined Authority** and works closely with Coventry on a number of initiatives, including the **Coventry and Warwickshire Growth Hub**. Labour market areas also extend across other administrative boundaries including the **travel to work areas** for Birmingham, Coventry, Leicester, Northampton, Banbury, Oxford and Evesham.

### Cycling and Walking Investment Strategy

The Infrastructure Act, 2015, introduced a duty on the Secretary of State for Transport to progress a Cycling and Walking Investment Strategy (CWIS) in England. **CWIS** was published in 2017, a **progress report** followed in 2020 and a **Second Cycling and Walking Investment Strategy** was published in 2022. CWIS sets out the Government's ambition for cycling and walking in England ('to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey') and identifies some of the resources needed to deliver this ambition. It was accompanied by **LCWIP technical guidance** for local authorities.

CWIS2 included a revised set of 4 objectives:

- to increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 2019 to 46% in 2025.
- to increase walking activity, to 365 stages per person per year in 2025.
- to increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.
- to double cycling (measured in cycle stages), from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.

Beyond 2025, there are further objectives:

- to increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035.
- to deliver a world-class cycling and walking network in England by 2040.

Active Travel England is now leading on progressing CWIS2 as well as following up on the commitments in Gear Change and implementing the LTN1/20 design guidance.

### Gear Change

In 2020, the Government set out a new vision for cycling and walking in **Gear Change**. This responded to the growing demand for walking and cycling during the COVID-19 pandemic and built on CWIS by setting an expectation for increased investment in active travel and higher design standards, to be overseen by a new national body, Active Travel England. **Local Transport Note 1/20 Cycle Infrastructure Design** was published by the Department for Transport alongside Gear Change.

A follow up report, **Gear Change - One Year On** was published in 2021. This described a year of achievement including additional investment through the Active Travel Fund, improved access to cycles through the Fix Your Bike voucher scheme, e-cargo bike grants and Big Bike Revival, and new infrastructure such as school streets and low traffic neighbourhoods.

## The Highway Code

In 2022, the Department for Transport updated the Highway Code to give greater emphasis to the most vulnerable road users. It includes a new 'hierarchy of road users' which prioritises those road users most at risk in the event of a collision. At the top of the hierarchy are pedestrians, cyclists, horse riders and motorcyclists. Other amendments to the Highway Code include rules on people crossing the road at junctions, use of shared spaces, positioning in the road when cycling, and overtaking when driving or cycling.

## Decarbonising Transport: A Better, Greener Britain

The Government published [Decarbonising Transport A Better, Greener Britain](#) in 2021 and the report restates the commitments to increasing walking and cycling set out in Gear Change and targets in the Cycling and Walking Investment Strategy. It has an ambition to, 'deliver a world class cycling and walking network in England by 2040'. This was followed in 2022 by the publication of a Local Authority Toolkit which provides advice to local authorities on the actions they can take to reduce transport carbon emissions. It includes guidance to help local authorities understand the benefits of active travel and how to promote it in local communities and guidance on how local authorities can develop LCWIPs, improve active travel infrastructure and promote behaviour change to enable active travel.

## National Planning Policy Framework

At the heart of the [National Planning Policy Framework](#) (NPPF), revised in 2023, is a presumption in favour of sustainable development. In promoting sustainable transport, the NPPF explicitly states that planning policies should, 'provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)'.

Warwickshire's LCWIP will help to ensure that appropriate consideration is given to cycling and walking in all local planning and transport decisions, assisting in the process of securing new infrastructure through developer contributions and Community Infrastructure Levy.

## National Highways Delivery Plan

The [Delivery Plan 2020-2025](#) sets out the second Road Investment Strategy (RIS2) for the Strategic Road Network which is managed by National Highways (rebranded from Highways England in 2021). The plan for the Midlands includes continuing work on 9 schemes and starting construction on 8 schemes. These include A46 Coventry Junctions (currently under construction). A third Road Investment Strategy (RIS3), for the period 2025 to 2030, is currently in development.

## Midlands Connect Strategic Transport Plan

Published in 2022, the [Strategic Transport Plan for the Midlands](#) is guided by three challenges – of making the Midlands fairer, greener and stronger. It focuses on strategic road and rail improvements including A46 improvements between Stratford and Warwick.



## Warwickshire Council Plan, and associated strategies

The **Warwickshire Council Plan 2022-2027** is an overarching strategy to deliver a vision of making Warwickshire, 'the best it can be, sustainable now and for future generations'. The three strategic priorities are: thriving economy and places, best lives and sustainable future.

The Director of Public Health has a statutory duty to provide an **annual report**. The **2022 Annual Report, 'Health and the high cost of living in Warwickshire'** includes recommendations to improve transport links for those living in areas with more rural isolation, deprivation and where rates of long-term conditions and access to transport links are poor.

The **Warwickshire Health and Wellbeing Strategy** 2021-2026 was approved in 2021, with three priorities for the next two years:

- Help our children and young people have the best start in life.
- Help people improve their mental health and wellbeing, particularly around prevention and early intervention in our communities.
- Reduce inequalities in health outcomes and the wider determinants of health.

The Health and Wellbeing Strategy uses data from the **Warwickshire Joint Strategic Needs Assessment** (JSNA), which has also been used to inform work on this LCWIP and thematic needs assessment reports. For example, the mental health needs assessment has chapters focused on wider determinants of health including the impact of greenspace, walking and cycling on mental health and wellbeing (particularly during Covid-19).

The **Voluntary and Community Sector Strategy** (2020-2025) defines how the Council will work with communities to deliver key outcomes in the Council Plan, and includes commitments to co-production in design and delivery of services and greater partnership working, including between the three tiers of local government. There are **220 Parish and Town Councils** in Warwickshire.

The **Creating Opportunities** in Warwickshire report (2024) follows on from the **countywide approach to Levelling Up** (2022) and describes progress to date on three Council initiatives: Levelling Up, Community Powered Warwickshire and Creating Opportunity. It identifies focus areas for future investment, including from the Social Fabric Fund.

The **Heritage and Culture Strategy** (2020-2025) has a vision that, 'by 2025 Warwickshire will have a thriving, innovative and creative heritage and culture sector working collaboratively to develop and deliver a rich, high quality, accessible heritage and acultural offer for all who live, work and visit Warwickshire'. Tourism activities generate over £1 billion for the Warwickshire economy and support over 20,000 jobs. This was boosted by recent Coventry City of Culture and Commonwealth Games events.

Aligned to the Heritage and Culture Strategy (and its three main themes of health and wellbeing, sense of place and economic vibrancy) is the **Warwickshire Waterways Strategy** (2020-2025) which includes aims to promote the waterways as sustainable transport routes for walking and cycling. A Warwickshire Towpaths Transport Strategy was produced by consultants TTC in 2023 to inform the delivery of the Waterways Strategy. This included mini audits of sections of canal towpath, identification of improvements and assessment of priorities.

A **Strategic Economic Plan** for Warwickshire is under development and includes three pillars: Ambitious Growth, Inclusive Growth and Sustainable Growth. Views were sought in July 2023. A new Growth Plan for Tourism was commissioned in 2022 and this sets out a longer-term vision, opportunities and priorities for development and marketing to realise the potential of Warwickshire's visitor economy between 2023 and 2028. Full details of the Growth Plan for

Tourism will be published following completion of the wider Economic Strategy.

The **Warwickshire Future Places Route map** is facilitated by the Institute of Place Management and started in 2021. It brings together agencies responsible for the management, development, and marketing of towns into a county-wide programme, to identify the challenges and opportunities for Warwickshire's towns and high streets, and to assess what stakeholders and partnerships need to focus on to survive and thrive over the next 15 years. Work is underway to investigate the vitality and viability of specific towns within Warwickshire.

The **Warwickshire Children and Young People Strategy 2021 – 2030** was published in 2021 and establishes how Warwickshire County Council will work with parents, carers, children, young people, communities and other agencies to create a child friendly county. It includes five outcomes (be healthy, be safe, be happy, be skilled and be heard) and fourteen priorities to help achieve these outcomes.

## Warwickshire Local Transport Plan

The **Warwickshire Local Transport Plan** (LTP4) was adopted in 2023. It comprises a core strategy and six key strategies on Active Travel, Public Transport, Motor Vehicles, Managing Space, Safer Travel and Freight. It sets out a Transport Hierarchy with Active Travel first, followed by Public Transport and Private Vehicles. LTP4 is intended to provide travel options that will reduce reliance on private car usage and increase take-up of active travel and public transport and encourage a switch to electric vehicles. Further detail on individual transport interventions will be published in annual action plans and monitoring plans - providing the link from strategy and policy into action on the ground.

Although this LCWIP, and a new **Rights of Way Improvement Plan**, will be published separately, they form part of the implementation of policies set out in the LTP Active Travel Strategy. The previous Local Transport Plan incorporated the Warwickshire Rights of Way Improvement Plan (ROWIP), setting out policies and actions on managing and improving the Rights of Way network.

All 1,750 miles of Public Rights of Way in Warwickshire are available for people on foot. In 2008, approximately 17% of this network was accessible for cyclists and horse-riders (comprising bridleways, restricted byways and byways open to all traffic). There is a strong association between the ROWIP and the LCWIP, with common ground in providing better access and facilities for walking and cycling. However, the LCWIP is a non-statutory document that has a greater focus on urban areas and highways, whilst the ROWIP is a statutory document covering all Public Rights of Way, as set out in the definitive map and statement. A public survey on the Warwickshire ROWIP and an update of the ROWIP are scheduled for 2024.

The **Warwickshire Rail Strategy** (2019-2034) was published in 2020 and supports the delivery of improved rail services and facilities, including sustainable station access. As part of the LTP review and in line with the Government's latest bus strategy, '**Bus Back Better**', the **Warwickshire Bus Service Improvement Plan** was published in October 2021. This includes proposals for bus reliability improvements such as bus priority as well as better passenger information and facilities.

## Sustainable Futures Strategy

The **Sustainable Futures Strategy** was approved in November 2023 and becomes the Council's framework to work with various partners to mitigate climate change and



work towards fulfilling the county's net zero commitments. Consultation, focus groups and expert panels during 2022 and 2023 helped to review the Strategy's five key delivery themes; Transport; Built Environment and Energy; Resources, Waste and Material Recirculation; Sustainable Communities and Green Economy; Natural Capital and Biodiversity.

The strategy includes an ambition for 'surface transport across the county to have zero-carbon and minimal air quality emissions' to be achieved 'by increasing the use of sustainable modes of transport, with residents having access to zero-carbon transport options, as well as encouraging active travel.' The LCWIP will help deliver this by providing a plan for the delivery of a network of active travel routes which reduce reliance on motorised vehicles.

## Healthy Travel Choices Warwickshire

The importance of providing safe and attractive walking and cycling infrastructure to enable healthy lifestyles and improve public health is recognised in Warwickshire Public Health evidence-based document: [Healthy Travel Choices Warwickshire \(2016\)](#).

## Warwickshire Road Safety Strategy to 2030

The Warwickshire Road Safety Partnership brings together the County Council, Warwickshire Fire and Rescue Service, Warwickshire Police, Warwickshire Police and Crime Commissioner and National Highways (previously Highways England). In 2022, the Partnership published [Strategy to 2030](#) which sets out the vision for Warwickshire Road Safety Partnership (WRSP), 'using an evidence based Safe System approach, we will strive to eliminate fatal and serious casualties, thereby creating a safe road environment which will encourage active and sustainable travel'. The Strategy includes performance indicators and outcome measures for safe road users, safe roads, safe vehicles and safe speeds.

## Local Plans within Warwickshire

The County Council is the local highway authority but most statutory planning functions, including production of local plans and management of development, are undertaken by the five district councils. Each Local Plan identifies future growth areas for housing and employment. This information has been used to identify changes in demand for travel and opportunities for improved walking and cycling connections (see Part 2).

Table 3: Extracts from key walking and cycling policies in Local Plans.

<b>North Warwickshire Local Plan, adopted September 2021</b>
<ul style="list-style-type: none"> <li>• LP29 Walking and Cycling</li> <li>• Appendix K Car and Cycling Parking Standards</li> </ul>
<b>Nuneaton and Bedworth Borough Plan 2011-2031, adopted June 2019</b>
<ul style="list-style-type: none"> <li>• Policy NE1 – Green infrastructure</li> <li>• Policy NE2 – Open space</li> <li>• Policy HS2 – Strategic accessibility and sustainable transport</li> </ul>
<b>Rugby Local Plan 2011-2031, adopted June 2019</b>
<ul style="list-style-type: none"> <li>• Policy HS1: Healthy, Safe and Inclusive Communities</li> <li>• Policy D1: Transport</li> <li>• Policy D2: Parking Facilities</li> </ul>
<b>Stratford Core Strategy 2011 to 2031, adopted July 2016</b>
<ul style="list-style-type: none"> <li>• Policy CS.2: Climate Change and Sustainable Construction - A. Mitigating and Adapting to Climate Change</li> <li>• Policy CS.7: Green Infrastructure - A. Green Infrastructure Network. B. Provision of Green Infrastructure</li> <li>• Policy CS.26: Transport and Communications - A. Transport Strategy. B. Transport and New Development. C. Parking Standards. D. Transport Schemes</li> </ul>
<b>Warwick Local Plan 2011-2029, adopted September 2017</b>
<ul style="list-style-type: none"> <li>• SC0 Sustainable Communities</li> <li>• TR1 Access and Choice</li> <li>• TR3 Parking</li> <li>• HS1 Healthy, Safe and Inclusive Communities</li> </ul>

Work is underway on a South Warwickshire Local Plan (covering Stratford and Warwick districts). This presents new opportunities in relation to active travel policies and connectivity. The Local Plan is supported by data gathering to identify demand for housing and employment and to review accessibility to key services within settlements.

Many of Warwickshire's Town and Parish Councils have produced, or are preparing, Neighbourhood Plans. These plans, and associated community consultations, have also been used to help identify proposals for local walking and cycling infrastructure.

## Local Cycling and Walking Infrastructure Plans near Warwickshire

Between 2017 and 2019, various local authorities received funding for **DfT technical support** to develop their LCWIP. This included most of Warwickshire's neighbouring authorities: **Staffordshire**, **Leicestershire**, **Northamptonshire**, **Oxfordshire** and **Gloucestershire**. Transport for West Midlands produced a high level **LCWIP for the West Midlands** Combined Authority area, whilst more detailed plans and progress reports are available for **Birmingham** and **Solihull**, and under development for Coventry. Warwickshire County Council will work in partnership with these areas to support the delivery of LCWIPs and co-ordinate the provision of cross-boundary cycling connections.



## 8. Methodology and scope

The **LCWIP technical guidance** for local authorities describes a six-stage process:

1. Determining scope
2. Gathering information
3. Network planning for cycling
4. Network planning for walking
5. Prioritising improvements
6. Integration and application

Warwickshire County Council has followed this approach and therefore each of these stages is incorporated into this LCWIP. Some of this work was also undertaken for the **Cycling Infrastructure Task and Finish Group Report**, 2018. The Task and Finish report included an interim list of costed and prioritised schemes which instigated an ambitious programme of capital investment in cycling improvements.

Since 2018, further work has been commissioned to gather evidence and plan the future cycling networks, including infrastructure reviews and audits by Sustrans, and cycling demand and scheme prioritisation work by Phil Jones Associates (PJA). Local stakeholders continue to provide valuable feedback, including cycle forums and cycle delivery groups for Nuneaton, Rugby, Stratford, Kenilworth and Warwick District areas. Detailed information for this LCWIP was also gathered from the wider public during 2021 and 2022, and this has ensured that the network plans and priorities reflect local views.

Part 2 of the Warwickshire LCWIP includes more detail on the information gathering and network planning (LCWIP Technical Guidance Stages 2, 3 and 4) for specific areas of the county.

Part 3 considers integration of the Warwickshire LCWIP with other policies and programmes, prioritisation and activation of infrastructure schemes, and evaluation of these (LCWIP Technical Guidance Stages 5 and 6).

### Geographical coverage

The spatial coverage of Warwickshire's LCWIP is countywide, particularly in terms of the wider recreational opportunities, but focussed on specific sub-areas for active travel networks (these areas having the greatest potential for short journeys on foot or by cycle). LCWIP Technical Guidance states that cycling has potential to replace trips made by other modes up to 10km. However, the increasing use of e-bikes could help to extend this distance. This LCWIP also assumes that acceptable distances for walking for most local journeys would be about 2km.

It is assumed that there is greater propensity for active travel journeys within the most compact, urban areas of the county and this is reflected in the density of networks proposed in Part 2 of the Warwickshire LCWIP. Comments from the online LCWIP engagement in 2021 were concentrated in urban areas and the 2021 Census identified that many commuting trips are very short.

However, the LCWIP consultation in 2022 also showed strong support for improvements to rural routes and greenways, particularly in areas where these link up villages and/or provide the



only alternative to fast, busy roads. Therefore Part 2 of the Warwickshire LCWIP also includes proposals for inter-urban and cross-county routes. Many of these routes could be multi-use (suitable for walking, wheeling, cycling and horse riding) and can provide a combined role in connecting communities and opening up opportunities for rural tourism.

The Warwickshire LCWIP also proposes connections, just beyond the county boundary, to larger conurbations and towns such as Birmingham, Coventry, Tamworth, Hinckley and Redditch. The City of Coventry is surrounded by the County of Warwickshire to the north, east and south, and is a major generator of trips for Warwickshire residents. Nearly 16,000 people commute between Coventry and Nuneaton and Bedworth each day, and major employment sites at Whitley and University of Warwick straddle the Coventry City and Warwick District boundaries. Although the delivery of Warwickshire schemes does not usually extend beyond the county boundaries, consideration is given to local connections with existing and emerging active travel networks in neighbouring authorities which form part of short trips within the wider travel to work areas.

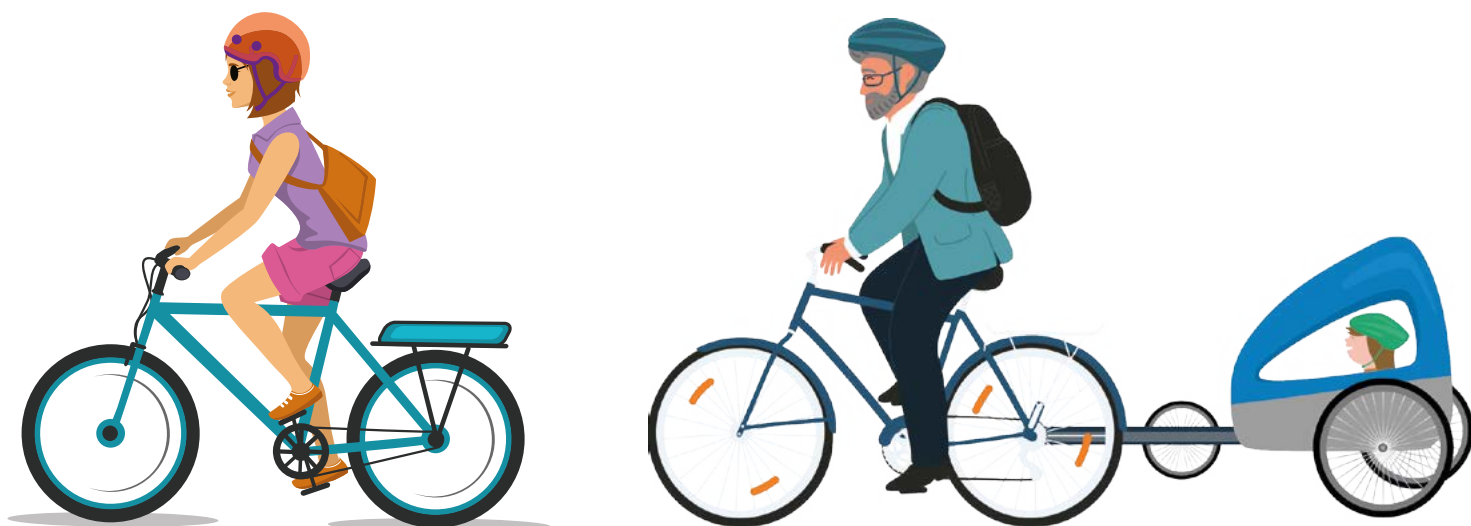
## Governance

Warwickshire has an existing Cycle Schemes Programme with a Programme Board of officers who meet bimonthly to review scheme progress including issues, cost estimates and funding. The Board was set up to provide senior level oversight and decision making to support the delivery of schemes prioritised by the 2018 Task and Finish Group.

A representative Member working group was also established in 2018. This Cycling Liaison Group meets every 3 months and reviews the development of the LCWIP and the delivery of the programme of cycle infrastructure improvements, considers the broader promotion of Warwickshire's cycling offer and champions the expansion of cycling as a sustainable and active form of travel and leisure.

In future, the Board and Liaison Group could oversee walking, wheeling and cycling schemes, including those identified within Warwickshire's Local Cycling and Walking Infrastructure Plan. Schemes will continue to be developed in association with a range of partners, including the district and borough councils, town and parish councils, cycle forums and other user groups, businesses and community interest groups.

In addition to the Cycle Schemes Programme Board and Members Cycling Liaison Group, the [Warwickshire, Solihull and Coventry Local Access Forum](#) provides advice and feedback on access to the countryside and public rights of way (rural and urban). The Forum is administered by Warwickshire County Council. Members include officers, landowners and representatives from local and national interest groups.





## Part 2 ▶ North Warwickshire



### 1. The Current Situation

#### Overview

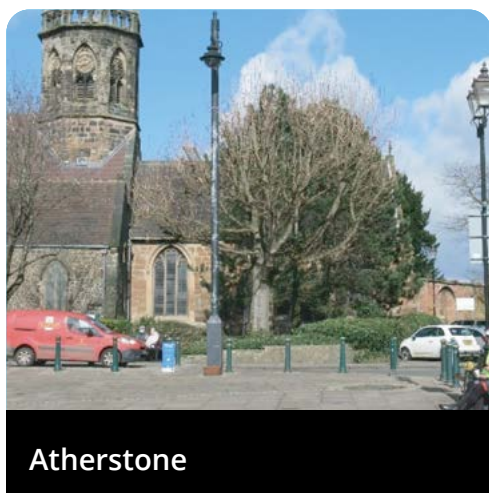
The Borough of North Warwickshire covers a large, mostly rural area, with just over half of the population living in small towns such as Atherstone, Polesworth and Dordon, Coleshill, Water Orton and Kingsbury. The rural-urban relationship is a key challenge, with implications on car ownership, distances travelled to services and accessibility by public transport, as well as provision and promotion of active travel.

Residents in North Warwickshire are more likely to live further from their place of work and to commute by car, although there are many that could potentially walk or cycle to work. There is greatest scope in Atherstone, Polesworth, Dordon and Coleshill which are more self-contained in terms of local services. These key settlements provide opportunities for improved walking and cycling connections between residential areas, education facilities and the large employment sites located on the outskirts (including Hams Hall and Station Road near Coleshill, Birch Coppice Business Park near Dordon and Holly Lane Industrial Estate and Carlyon Road Industrial Estate in Atherstone).



Coleshill

The rural character of North Warwickshire, together with its compact historic market towns and proximity to the West Midlands, also makes it an attractive area for leisure walking and cycling trips. In combination with public transport, there is potential to expand and upgrade existing recreational facilities and to promote activities and events more widely.



Atherstone

There are opportunities to provide safer access to the three country parks (Pooley near Tamworth, Hartshill Hayes near Nuneaton and Kingsbury Water Park) as well as improve the accessibility of public rights of way and towpaths along the Coventry Canal and Birmingham and Fazeley Canal. Investment in leisure and tourism would benefit the local economy but could also support increases in physical activity for local residents.

## Population and health

There were 65,035 residents in the Borough of North Warwickshire at the **2021 Census**. The population is widely dispersed across small towns, villages and rural areas as well as the urban fringes of Birmingham, Tamworth and Nuneaton. The larger built-up areas are listed in Table NW1. Population growth is expected in most areas but with significant increases in Baddesley/Grendon and Polesworth/Dordon.

*Table NW1: Population of largest built-up areas in North Warwickshire*

Town	Population (Census 2011)
Atherstone (excluding Mancetter)	8,665
Polesworth and Dordon	7,555
Coleshill	6,745

At the **2021 Census**, the average (median) age in North Warwickshire was 45, above the average age for England which was 40.

North Warwickshire remains one of the least diverse areas in the county with 96.1% of the population categorised as 'White' in 2021, compared to 89.1% in Warwickshire and 77% in the West Midlands.

The 2021 Census asked residents to rate their own health on a scale of 'very good' to 'very bad'. In **North Warwickshire**, 81.4% of residents described their health as 'good' or 'very good'. This is slightly below the county average of 83.2%.

Data from the **Active Lives Adult Survey** (Sport England) shows that 68.8% of adults (aged 18+) in North Warwickshire are physically active (undertaking the minimum recommended activity of 150 minutes of moderate intensity equivalent physical activity per week). This compares to 67.1% in Warwickshire and 67.3% in England.

69.3% of North Warwickshire adults are classified as overweight or obese (where BMI is greater than or equal to 25kg/m<sup>2</sup>). This compares with 66.2% for Warwickshire and 63.8% for England. The NHS National Child Measurement Programme shows that 39.2% of North Warwickshire children in Year 6 are overweight or obese, compared to 36% in Warwickshire and 37.8% in England.

## Travel Patterns

Whereas the 2021 Census provides reliable data about population, the information collected on travel patterns needs to be considered with caution due to:

- Responses being collected during the coronavirus (COVID-19) pandemic. Restrictions on travel ended later in 2021.
- Increase in home working.
- Smaller numbers due to people on furlough, temporarily not working.
- Confusion over whether the Census question guidance was followed; some people may have provided travel information for the last time they worked, or they may have answered based on their behaviours on Census Day.
- 2011 results included those aged 16-74 in employment, whereas the 2021 Census included people aged 16 and over in employment.

Travel to work data from both 2011 and 2021 is therefore described below.

In 2011, driving a car or van was the most popular mode of travel for commuting to work by North Warwickshire residents (73.9% of the working population aged 16-74 years). 4.6% of the working population used public transport to get to work; 7.2% of people walked to work and 1.2% cycled. 5.4% worked mainly at or from home.

In 2021, driving a car or van remained the most popular mode but the numbers and proportions were affected by the pandemic: 59.2% of the working population aged 16 years and over travelled to work by car or van. 1.9% of the working population used public transport to get to work, 5.5% of people walked to work and 0.9% cycled. 26.5% worked mainly at or from home.

Car ownership by volume increased slightly in North Warwickshire between 2011 and 2021. 13.5% of households did not own a car or van in 2021, compared with 15.5% in 2011. 48.3% owned 2 or more cars and vans in 2021 compared with 44.4% in 2011.

Travel habits from the Active Lives Adult Survey (Sport England) showed:

- 8.8% of North Warwickshire adults walk for travel at least three days per week. This is considerably lower than 13.6% in Warwickshire and 15.1% in England, but may reflect the longer distances travelled to work across a largely rural district.
- 0.9% of North Warwickshire adults cycle for travel at least three days per week, compared to 1.6% in Warwickshire and 2.3% in England.

## Road Safety

*Table NW2: Road traffic collisions between January 2016 and December 2020, involving pedestrians and cyclists, North Warwickshire Borough*

Year	Pedestrian casualties				Cyclist casualties				Total
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
2016	0	3	18	<b>21</b>	0	1	8	<b>9</b>	<b>30</b>
2017	1	7	12	<b>20</b>	0	7	10	<b>17</b>	<b>37</b>
2018	1	4	12	<b>17</b>	0	4	14	<b>18</b>	<b>35</b>
2019	1	0	10	<b>11</b>	2	1	10	<b>13</b>	<b>24</b>
2020	0	7	12	<b>19</b>	1	5	8	<b>14</b>	<b>33</b>
<b>Total</b>	<b>3</b>	<b>21</b>	<b>64</b>	<b>88</b>	<b>3</b>	<b>18</b>	<b>50</b>	<b>71</b>	<b>159</b>

The 2016 to 2020 data is summarised in Table NW2 and has been used to inform the identification of LCWIP schemes. Analysis of collision data does not show a clear pattern regarding the time and date of pedestrian and cyclist collisions in North Warwickshire although slightly more pedestrian collisions occurred in March and December and there were more collisions in the afternoon (3-5pm) than other times of day. For cyclists, there were more collisions in the month of May. 80% of all pedestrian and cyclist collisions were during hours of daylight.

Fortunately, overall collision numbers are fairly low, but this does mean some caution is needed when analysing the data due to the small size of the dataset.

The majority of pedestrian collisions occurred away from crossings and junctions, although the opposite was the case for cyclist collisions, with most at junctions.

The number of collisions in North Warwickshire is generally low and there are very few sites with multiple collisions. However, there are small clusters of collisions in built-up areas such as Coleshill, Polesworth and Atherstone and on particular corridors such as along the A5.

Figures NW1 and NW2 show the locations of collisions in these areas, and this information has been used to focus on specific areas and to support the LCWIP proposals for future infrastructure to improve road safety outcomes. Road traffic collision data will continue to be reviewed as part of the development of walking, wheeling and cycling schemes. In addition to walking, wheeling and cycling schemes, road safety intelligence will be used to identify and implement specific casualty reduction schemes at locations with a significant history of injury collisions.

Figure NW1: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, A5 corridor (Polesworth, Dordon, Baddesley, Grendon and Atherstone)

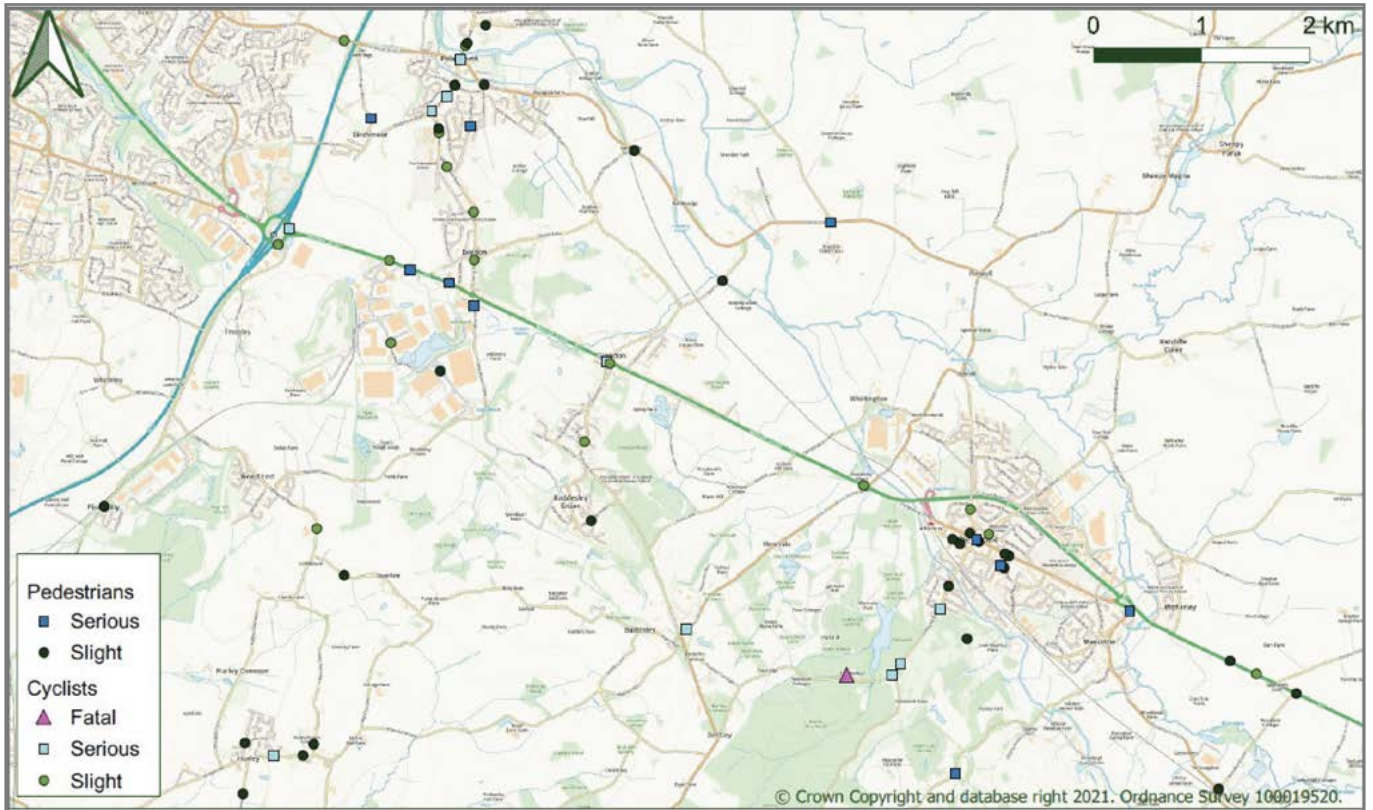
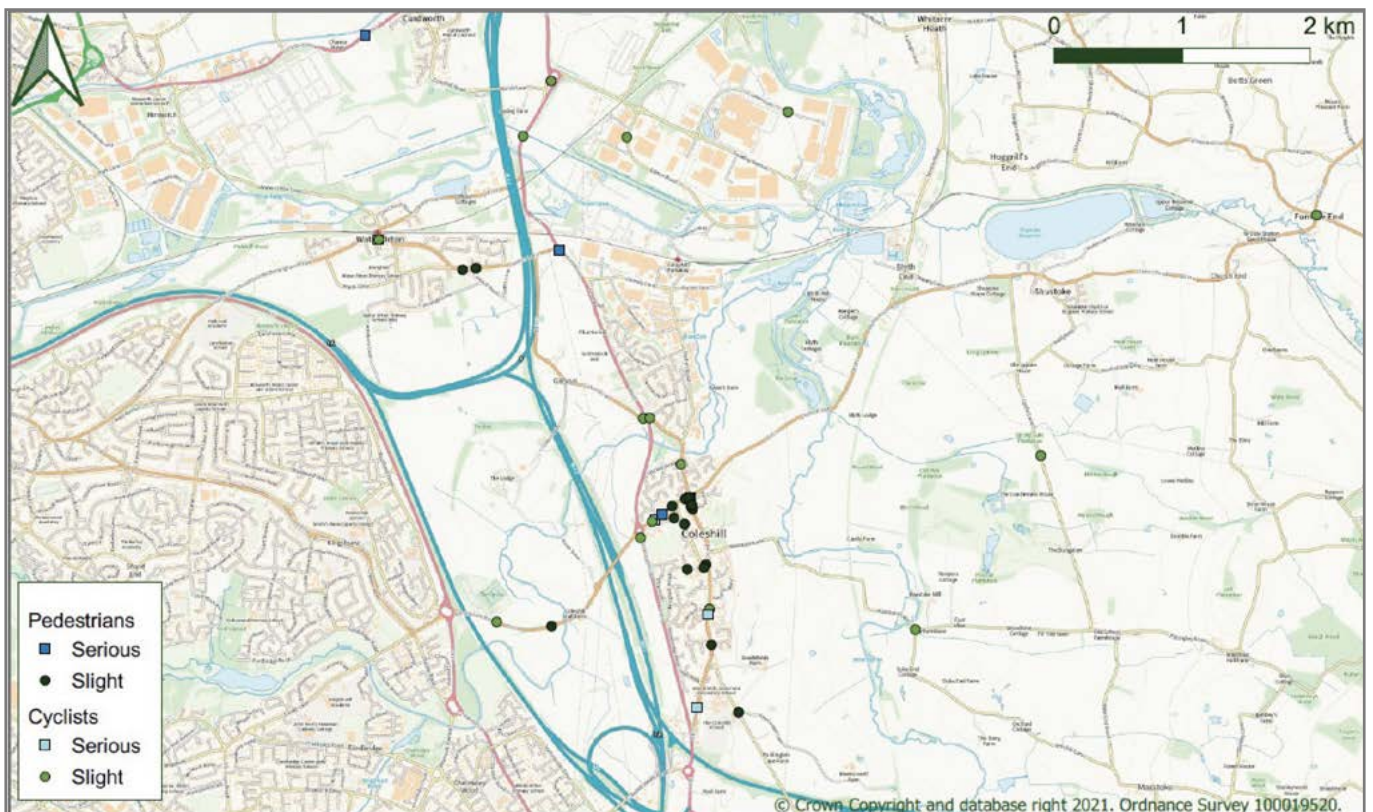


Figure NW2: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Coleshill and Water Orton



## Physical barriers

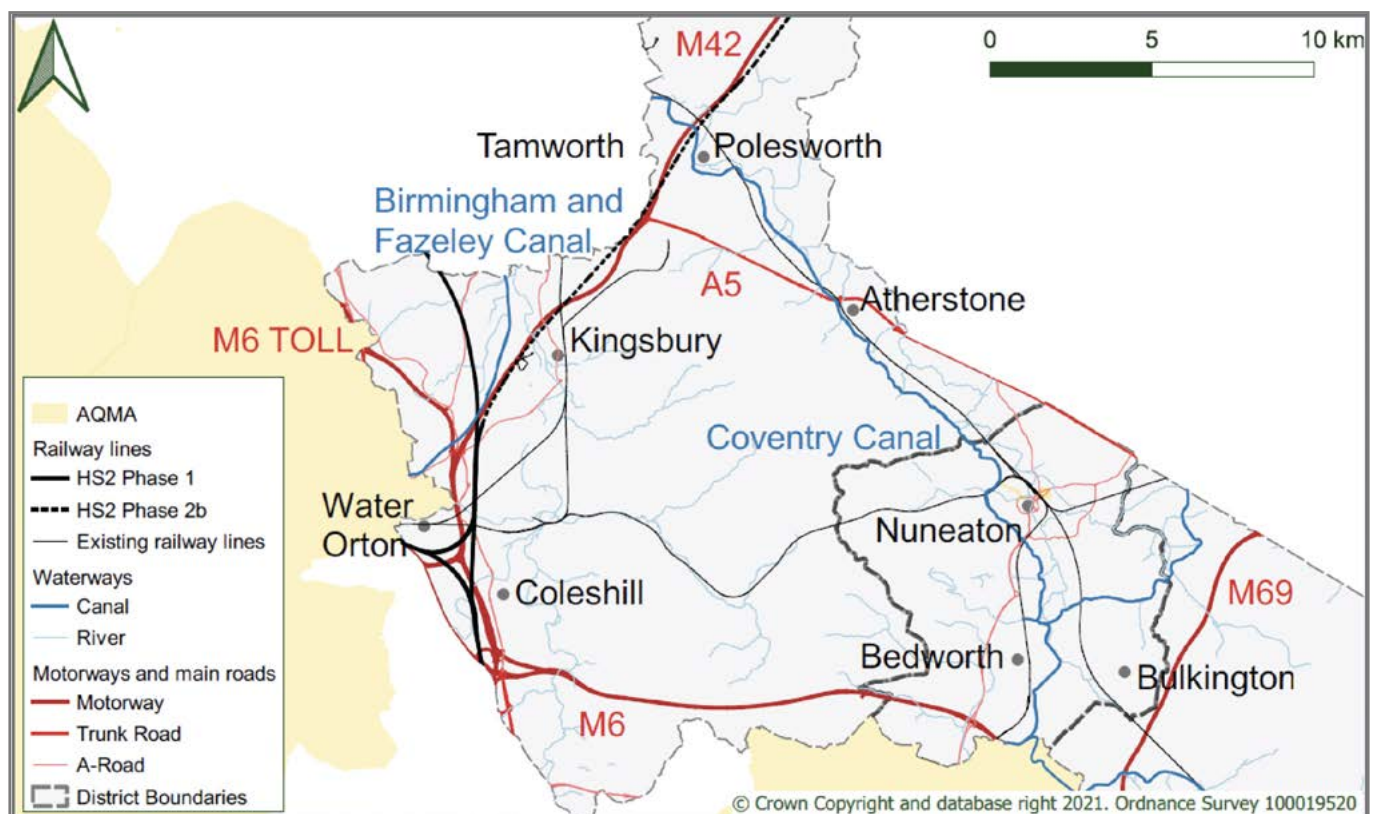
Figure NW3 shows the main barriers to walking and cycling movements within North Warwickshire; main roads and motorways; rivers and canals; and railways, including HS2. These barriers can cause community severance and 'funnel' pedestrians and cyclists (and motor traffic) into a limited number of crossing points. Figure NW3 also shows adjacent Air Quality Management Areas (AQMA).

Specific problems in North Warwickshire are:

- Coleshill and Hams Hall – separated from north Solihull, Water Orton and Curdworth by A446, M42, M6 and A452, and HS2.
- A5 Watling Street corridor – this Strategic Route cuts east-west across North Warwickshire and severely limits active travel between Tamworth, Polesworth, Dordon, Grendon, Atherstone and Mancetter.
- M42 – restricts travel between Polesworth, Dordon and Tamworth and funnels pedestrians and cyclists from Birch Coppice across the busy roundabout with the A5 (M42 Junction 10).

The proximity of schools and residential areas to the main roads and motorways and exposure to vehicle emissions is a concern. Although there are currently no designated Air Quality Management Areas in North Warwickshire, the Borough adjoins designated AQMAs for the cities of Birmingham and Coventry.

*Figure NW3: barriers to walking and cycling in North Warwickshire*



Some physical barriers also present opportunities in terms of providing linear corridors, including the Coventry Canal and Birmingham and Fazeley Canal towpaths, already used for recreational activities and short utility trips. There is also potential for new paths along the River Cole and River Tame corridors, extending the traffic-free routes already in existence alongside these rivers in Birmingham and Solihull, and building on landscape proposals for the [West Midlands National Park](#), [HS2](#) and [Tame Valley Wetlands/Love Your River Cole](#).

Warwickshire County Council is working in partnership with Highways England and HS2 to try and reduce the impact of road and rail barriers in North Warwickshire, to identify safe 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 small towns and villages in the Borough of North Warwickshire are connected by a network of local roads managed by Warwickshire County Council. The A446 forms part of the **Major Road Network**.

The Borough is also transected by major roads and motorways (A5, M42 and M6) on the **Strategic Road Network** managed by Highways England (Area 9), as well as the M6 Toll. Highways England is working with Midlands Connect and the A5 Transport Partnership of 17 local authorities and 4 Local Enterprise Partnerships, to maintain and improve the corridor. Programmed works in North Warwickshire include investigation of road realignment between Grendon and Dordon.

In terms of walking provision, the public rights of way network, towpaths and signed trails provide good leisure opportunities, and there are plans to provide improved walking routes as part of local landscaping projects: **West Midlands National Park, HS2** and **Tame Valley Wetlands/Love Your River Cole**. In the larger towns and villages, there is reasonable pavement provision and street lighting, and good pedestrian access to local bus services. However, many smaller villages and rural properties do not have connected footways.

Footways are categorised (see Table NW3) 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 NW3: footway hierarchy, Warwickshire*

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



Current cycling provision includes a 31 mile promoted leisure route on quiet roads, the North Warwickshire Cycle Route, as well as traffic-free paths within Kingsbury and Pooley Country Parks and towpaths along the Coventry Canal and Birmingham and Fazeley Canal. There are currently no National Cycle Network Routes through North Warwickshire.

In terms of provision for commuters, this is mostly limited to sections of shared use footways and cycle tracks around the employment sites at Hams Hall near Coleshill, and Birch Coppice Business Park near Tamworth. There are also short sections of cycle tracks, maintained by National Highways, alongside the A5 trunk road, at Dordon, Caldecote and A45 north of Meriden (and connections along the adjacent county road, Maxstoke Lane). There are about 18 miles of cycle tracks and cycle lanes in North Warwickshire, in addition to the North Warwickshire Cycle Route and canal towpaths. There is very limited provision of public cycle parking in North Warwickshire towns, with only a small number of cycle stands along High Streets and leisure centres in Coleshill and Atherstone.

Bus and rail services tend to be infrequent in this part of Warwickshire, but do provide connections with larger urban centres including Birmingham, Tamworth and Nuneaton.

The four railway stations in North Warwickshire vary in terms of accessibility for pedestrians and cycle parking provision. Polesworth is the least-used station in Warwickshire (and one of the least-used in UK) with only one stopping train per day early morning, in one direction (northbound). The southbound platform is currently inaccessible. Atherstone's platforms may have step-free access but movement between platforms is challenging – pedestrians have to walk under a very low bridge which is subject to flooding.

Secure, long-stay cycle storage at key public transport interchanges such as Coleshill Parkway is important in ensuring that active travel can form part of longer distance journeys. There is considerable potential for 'last mile' journeys by cycle between Coleshill Station (and to some extent, Water Orton) and the large employment sites nearby at Hams Hall and Peddimore.

*Table NW4: station facilities in North Warwickshire*

Station	Access	Cycle Parking
Atherstone	Step-free	12 spaces, uncovered No CCTV
<b>Coleshill Parkway</b>	Step-free	20 spaces, uncovered CCTV
Polesworth	Step-free	None
<b>Water Orton</b>	Steps	None

Warwickshire County Council is investigating various rail improvements including:

- provision of a new strategic station in the North Warwickshire area close to the A5 and M42.
- Atherstone: improvements to platform accessibility.
- Kingsbury Station: possible new station. Land has been safeguarded in the North Warwickshire Local Plan.
- Coleshill Parkway: further development as a strategic hub for accessing key economic centres, the HS2 Interchange and wider UK Central area. This will require improved active travel connections.

Although there will be no HS2 stations within Warwickshire, Figure NW3 shows how HS2 cuts across the western side of North Warwickshire. 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:

- Coleshill Heath Road and A446 (Coleshill to Chelmsley Wood and HS2 Interchange).
- B4114 Birmingham Road and A446 (Coleshill to Chelmsley Wood).
- Watton Lane and A446 (Coleshill and Hams Hall to Water Orton).
- B4118 Birmingham Road (Water Orton to Park Hall and East Birmingham).
- Faraday Avenue, Hams Hall.
- Hams Lane, Hams Hall.
- Seeney Lane, Kingsbury.





## 2. Local viewpoints

### LCWIP engagement, 2021

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 NW5: Questions asked in the LCWIP survey, May-July 2021*

<b>Issues</b> <b>Are there any problems or issues at this location that you wish to raise?</b>	<b>Improvements</b> <b>How could cycling and walking conditions be improved at this location? (Choose up to 3)</b>
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 (figures NW4 – NW9 below) to identify locations with walking, cycling and traffic issues in Coleshill, Curdworth and Water Orton area and the A5 corridor (Polesworth, Dordon, Grendon and Atherstone).

Figure NW4: Warwickshire LCWIP Survey: walking issues in Coleshill, Curdworth and Water Orton

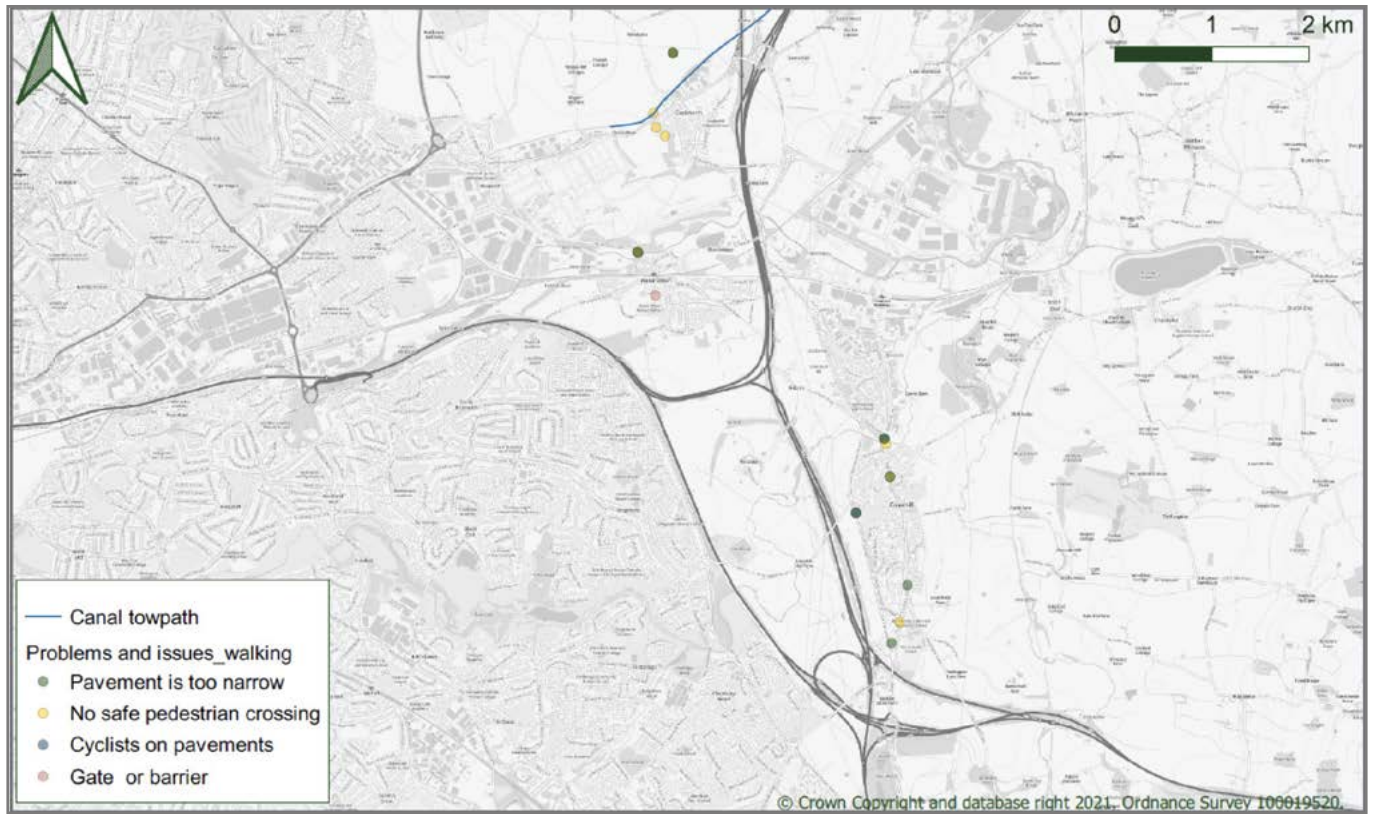


Figure NW5: Warwickshire LCWIP Survey: cycling issues in Coleshill, Curdworth and Water Orton

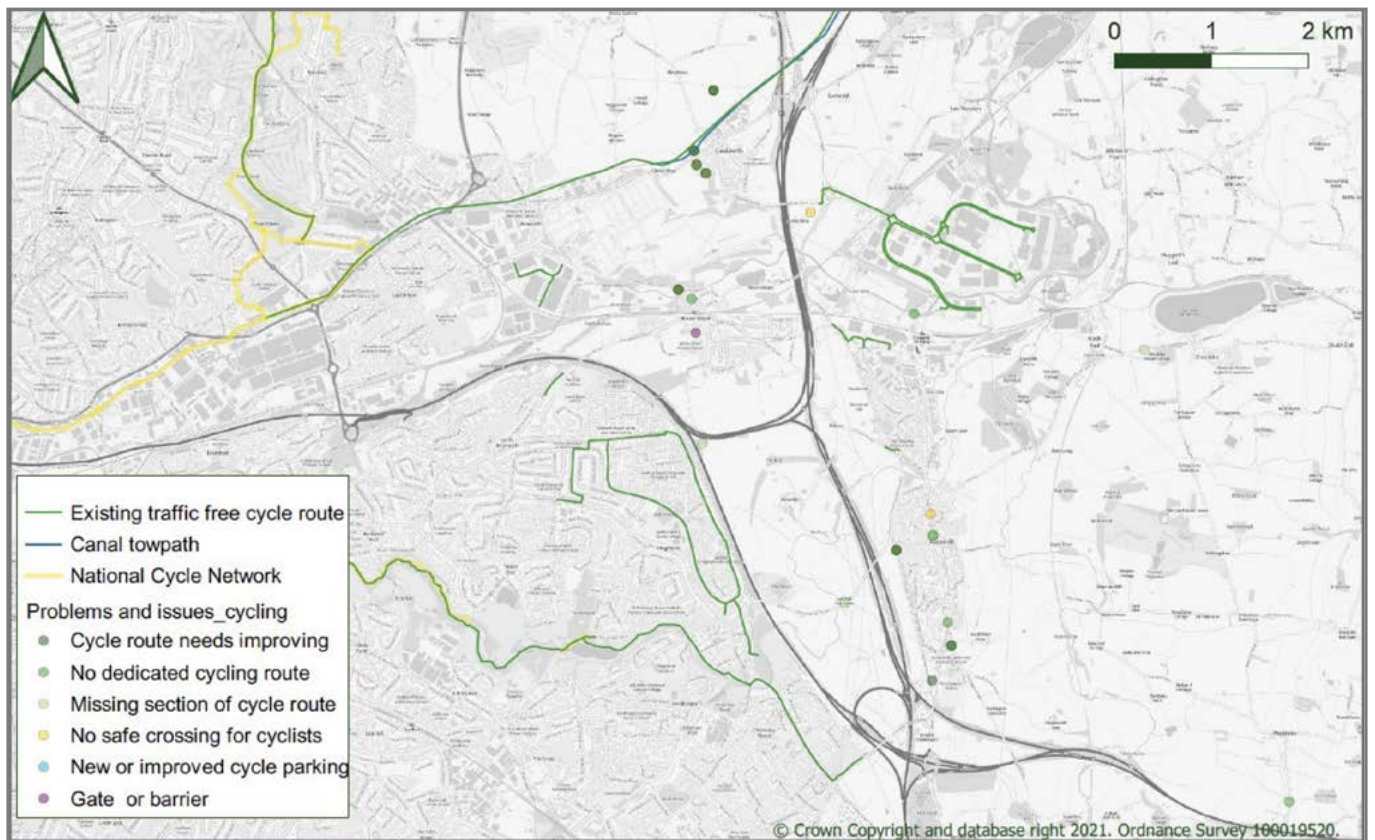


Figure NW6: Warwickshire LCWIP Survey: traffic issues in Coleshill, Curdworth and Water Orton



Figure NW7: Warwickshire LCWIP Survey: walking issues along the A5 corridor

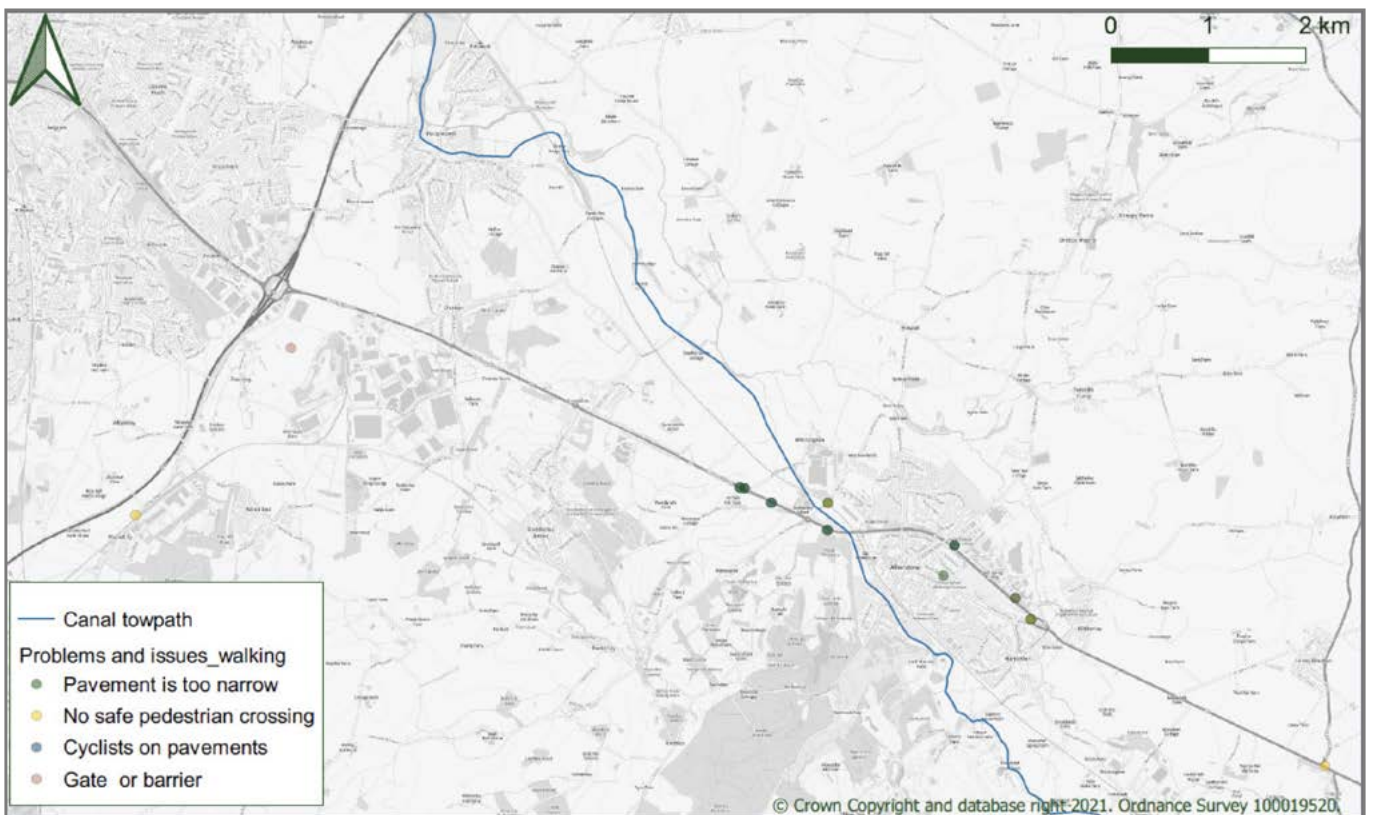


Figure NW8: Warwickshire LCWIP Survey: cycling issues along the A5 corridor

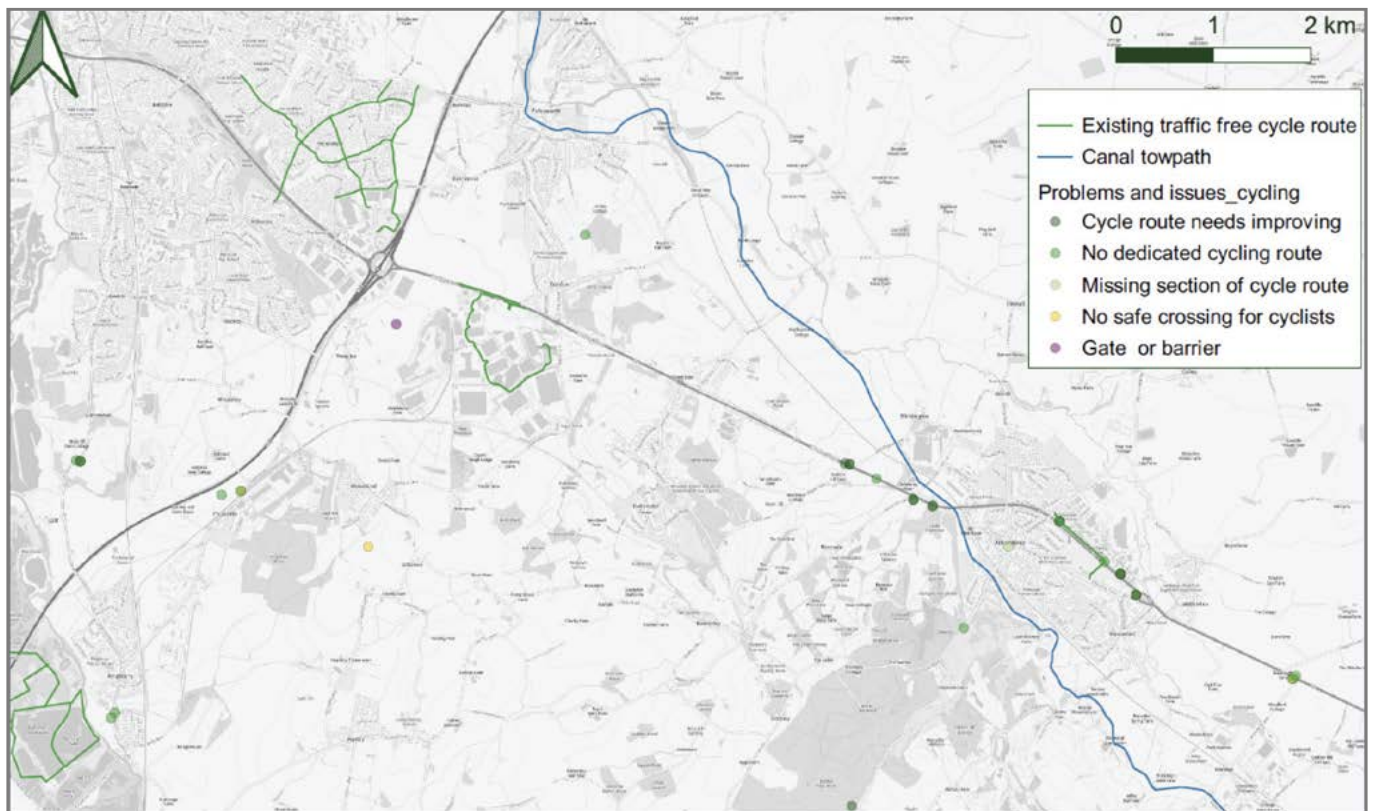
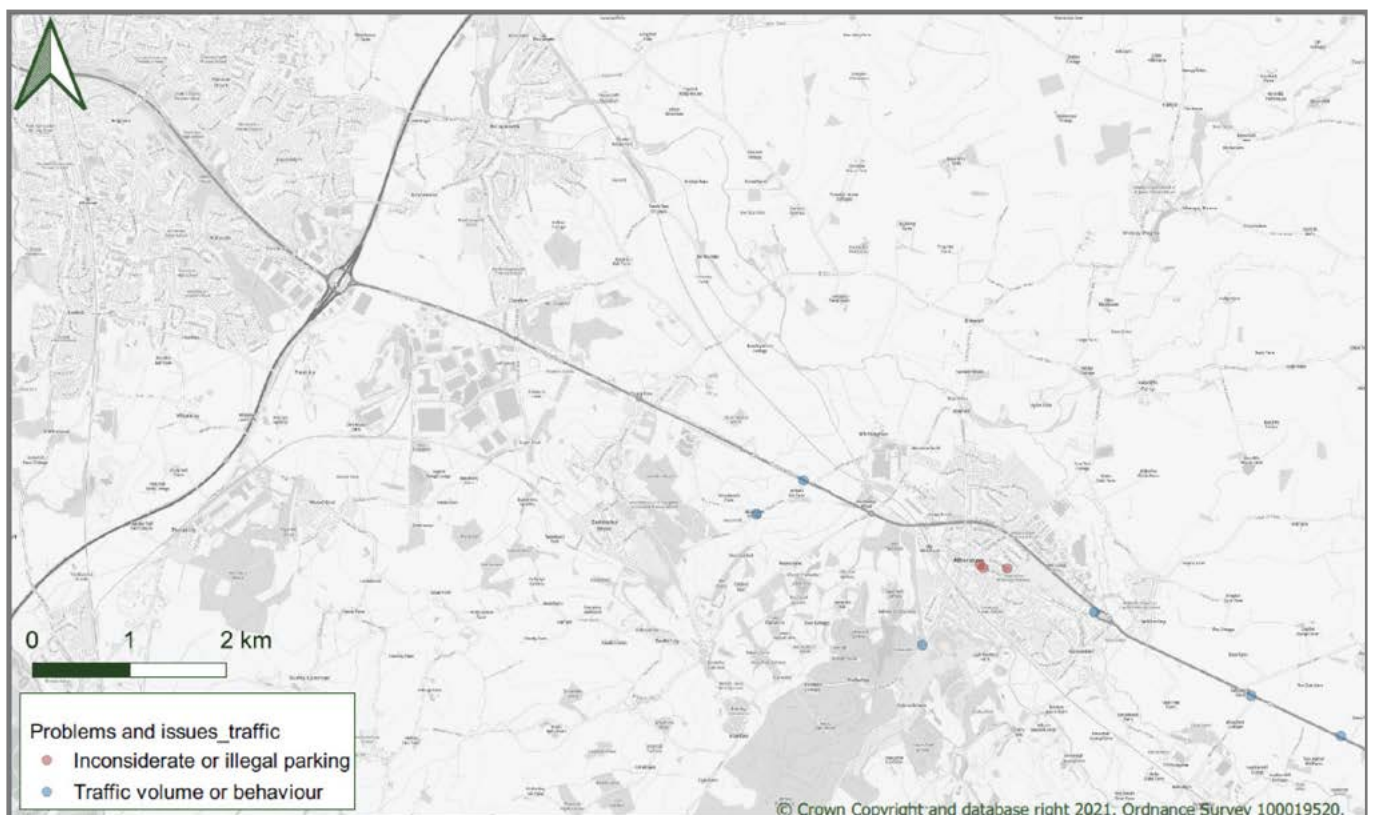


Figure NW9: Warwickshire LCWIP Survey: traffic issues along the A5 corridor



The Commonplace data provided detailed insight into the everyday problems for people on foot and cycle, as well as horse-riders, in Warwickshire. It also set out the aspirations for providing better facilities and highlighted the scale of investment required to encourage more active travel in future. The data was used at a local level to inform the route choices and priorities for the proposed North Warwickshire walking and cycling networks and was shared with other departments at Warwickshire County Council to use as reference for other programmes of work.

In addition to the online survey, more detailed comments and network ideas were received from officers at North Warwickshire Borough Council, members of the Coleshill Cycle Forum and members of the Neighbourhood Plan sub-committee at Dordon Parish Council. Workshops also took place with National Highways, HS2 and their consultants regarding walking and cycling interfaces.

## LCWIP consultation, 2022

Warwickshire residents and stakeholders were invited to submit comments and complete survey questions on the draft LCWIP for 8 weeks between June and August 2022. People could feedback in a variety of ways including an [online survey on Ask Warwickshire](#), drop-in sessions (Leamington Spa, Stratford-upon-Avon, Rugby, Nuneaton, Coleshill and Atherstone), online webinar and at specific meetings with organisations and individuals.

The consultation was promoted extensively by Warwickshire County Council using a variety of communication channels including emails, bulletins, newsletters, posters, fliers, media releases and social media posts (by the County Council and its partners). The consultation successfully engaged with a wide range of people, reflecting the views of residents and organisations from across the county and beyond. A total of 1031 people responded to the online survey.

Detailed analysis of the consultation feedback was undertaken. Response levels were slightly lower in North Warwickshire. 7% of LCWIP consultation respondents were residents of North Warwickshire Borough, which compares with 11% of Warwickshire residents who actually live in this area.

583 respondents reviewed the plans for walking infrastructure with 97 submitting comments for North Warwickshire. 46.3% of these agreed or strongly agreed with the walking plans proposed for North Warwickshire Borough whilst 18.3% disagreed or strongly disagreed.

43 respondents provided more detailed comments, with the most common themes and requests being:

- add to or extend the proposed routes
- link routes together
- support for specific routes
- provide routes to schools
- criticism of proposed routes
- criticism of lack of ambition in plans

681 respondents reviewed the plans for cycling infrastructure with 89 submitting comments for North Warwickshire. 61.9% agreed or strongly agreed with the cycling plans proposed for North Warwickshire Borough whilst 22.4% disagreed or strongly disagreed.

44 respondents provided more detailed comments, with the most common themes and requests being:

- criticism of lack of ambition in plans
- add to or extend the proposed routes

- ensure safety of routes/ address safety concerns
- improve or better maintain existing routes
- link routes together
- support for specific routes

These survey comments were reviewed in detail and the walking and cycling network plans have been significantly changed to add new routes, extend the proposed routes and provide more connections and links.

People attending the LCWIP drop-in event in Coleshill commented on the lack of cycling facilities, poor quality environment for cycling and mobility scooters, potential housing development and problems with pavement parking and people driving short distances. They suggested new routes (including disused railway lines), realigned routes and crossings.

Discussions also took place with North Warwickshire District Council, National Highways, HS2, Sustrans, Canal and River Trust and Warwickshire Youth Council. Further emails/ detailed submissions relating to the North Warwickshire area were received from three local residents, Jaguar Land Rover, Hodgetts Estates, Coleshill Town Council and North Warwickshire District Council. Other feedback was received from Clean Air Warwickshire, Guide Dogs, Transport for West Midlands and the British Horse Society.

### Other local feedback

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:

- Arley Neighbourhood Plan (Adopted December 2016)
- Hartshill Neighbourhood Plan (Adopted March 2017)
- Coleshill Neighbourhood Plan (Adopted June 2017)
- Austrey Neighbourhood Plan (Adopted June 2017)
- Mancetter Neighbourhood Plan (Adopted September 2017)
- Fillongley Neighbourhood Plan (Adopted August 2019)
- Water Orton Neighbourhood Plan (Adopted June 2022)
- Dordon Neighbourhood Plan (Referendum Version August 2023)





### 3. North Warwickshire Walking Infrastructure Plan

#### Potential for walking – walking zones

Figures NW10 – NW13 show 'walking zones'; areas within 2km walking distance of the centres of the largest settlements in North Warwickshire (Atherstone, Coleshill and Water Orton, Polesworth and Kingsbury). (2km equates to just over 1 mile 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, and existing journey attractors such as schools, health centres and railway stations and large employment sites. This provides an indication of how 'walkable' these areas are.

With regard to new developments, the location with the most significant development in North Warwickshire is along the A5 between Atherstone and Polesworth. Several large residential developments are proposed, with up to 4,000 new homes. This could lead to a significant increase in traffic so high-quality walking routes and new community facilities within walking distance of homes will be required to reduce dependence on the private car.

Figure NW10: potential for walking: 2km walking zone around Atherstone

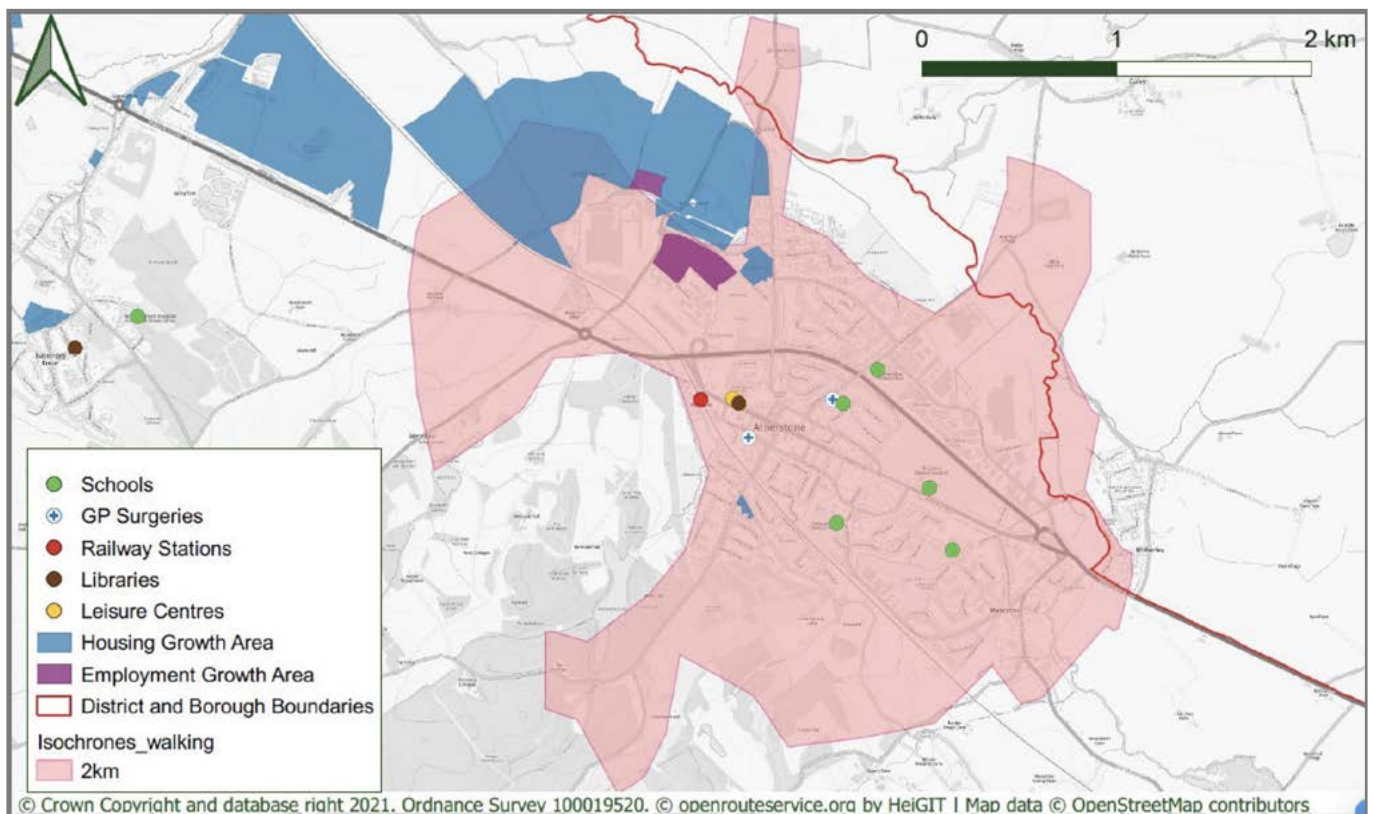


Figure NW11: potential for walking: 2km walking zones around Coleshill and Water Orton

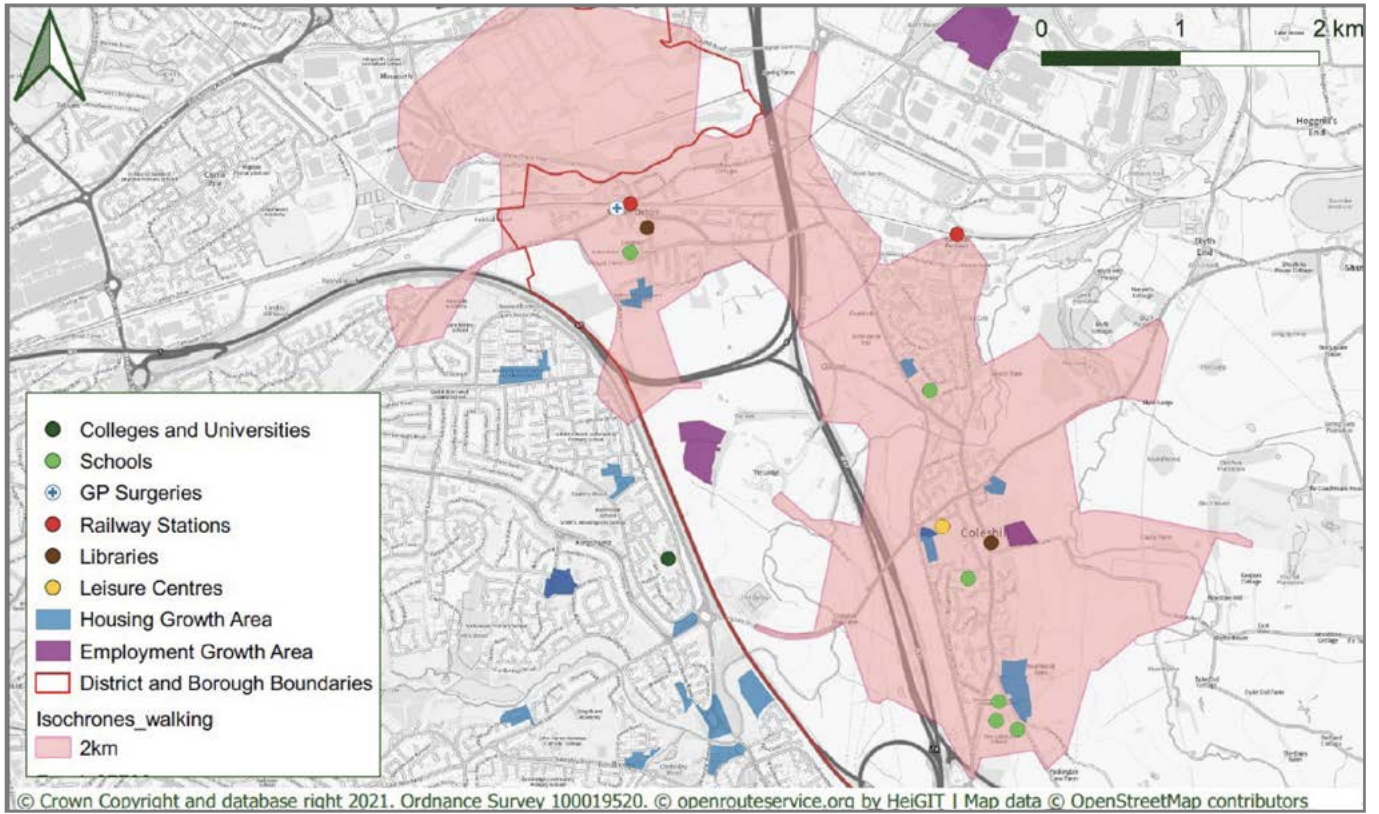


Figure NW12: potential for walking: 2km walking zone around Polesworth

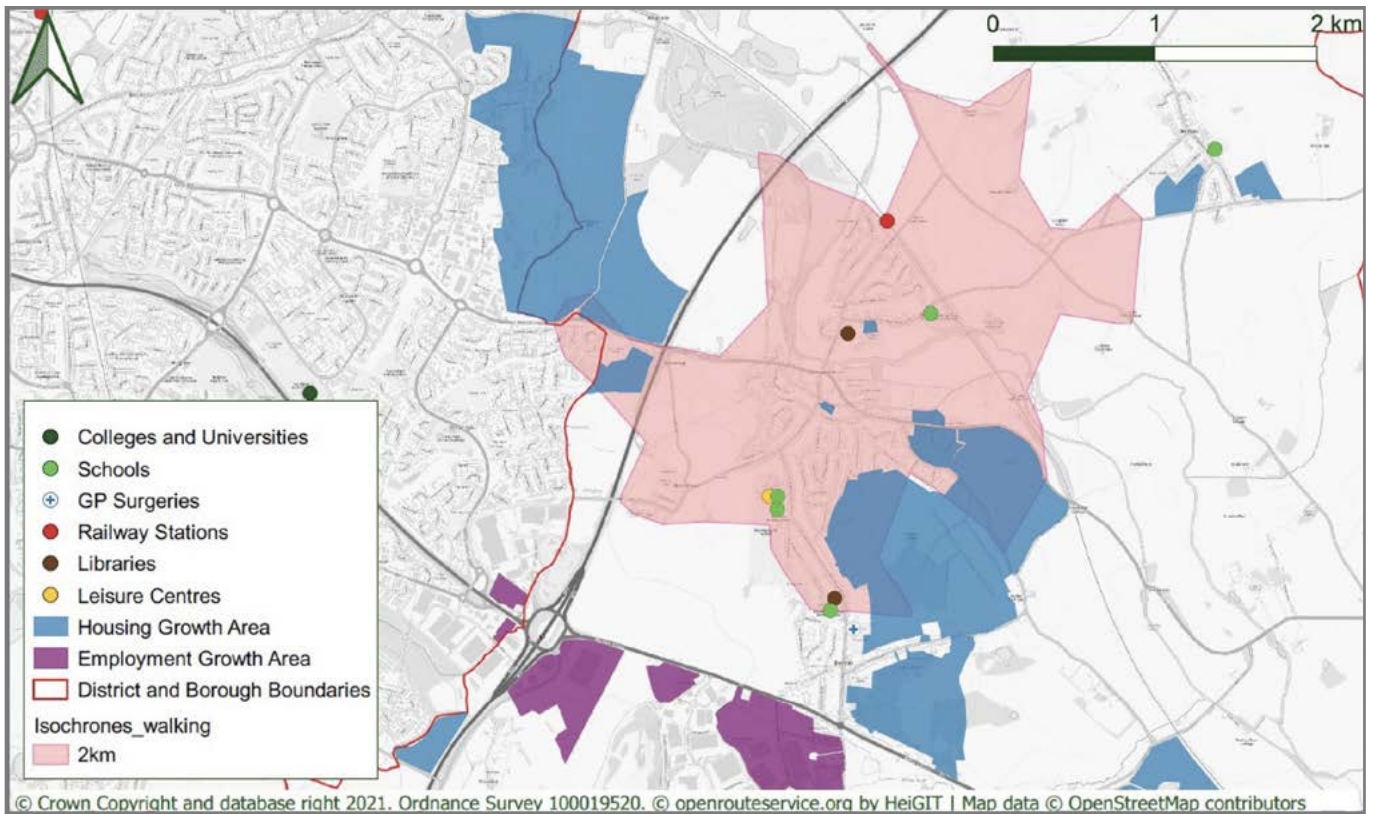
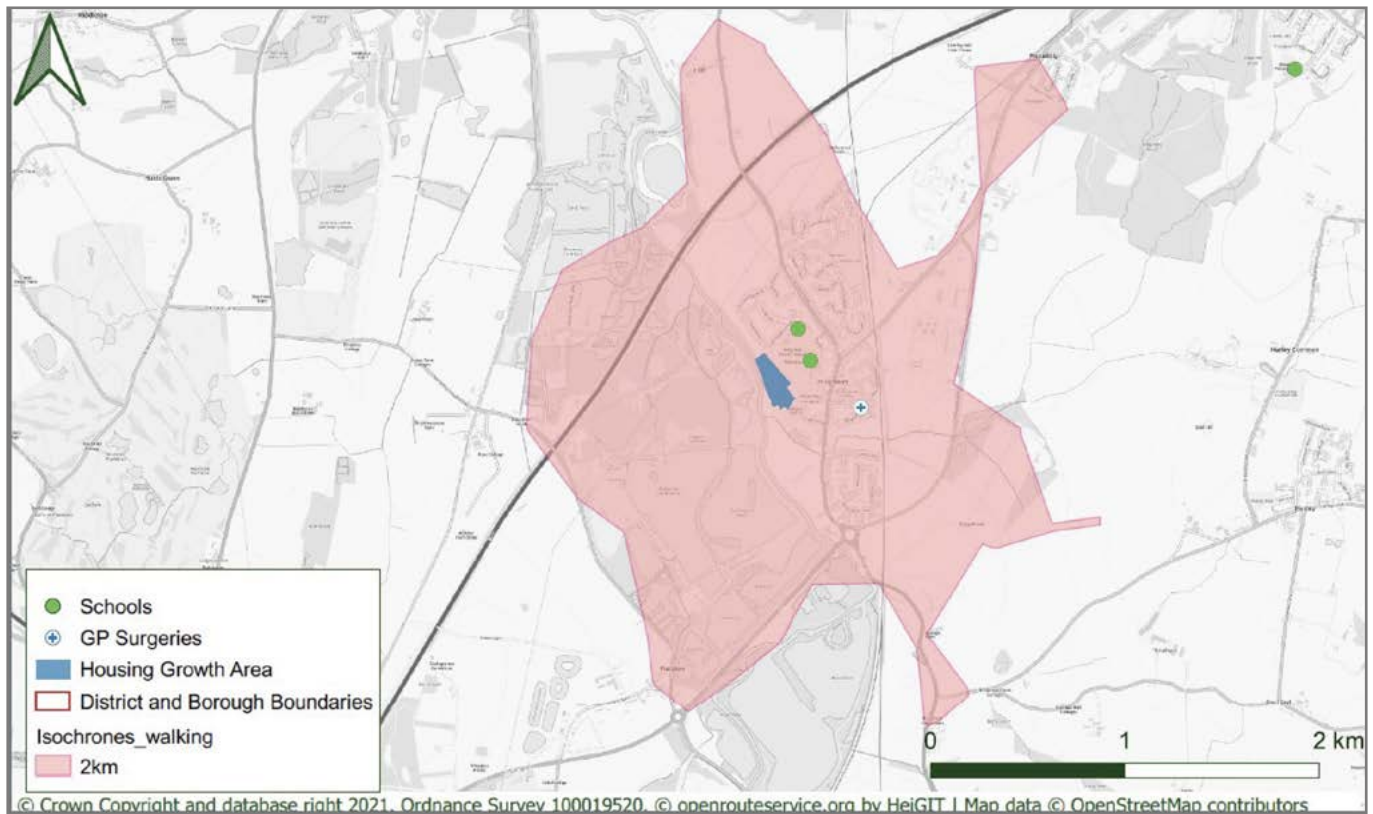


Figure NW13 potential for walking: 2km walking zone around Kingsbury



Although the North Warwickshire towns are fairly small in size, some are within walking distance of larger urban areas, including Water Orton to Birmingham and Solihull, and Polesworth to Tamworth. However, the walking routes to these areas, as well as links to large employment sites such as Hams Hall and Birch Coppice Business Park, require the crossing of busy roads which makes them unattractive at the current time as walking destinations.

### Potential for walking – towpaths

The Warwickshire Towpaths Transport Strategy was produced by consultants TTC in 2023 to inform the delivery of the [Warwickshire Waterways Strategy](#). The Transport Strategy reviewed the current condition of towpaths across the county and assessed specific areas (within a catchment area of 800m from key settlements) with propensity to attract and support an increase in users.

In North Warwickshire, two areas were assessed:

- Polesworth, Coventry Canal - scored as medium priority with potential for installation of signage
- Atherstone, Coventry Canal - scored as high priority with potential for installation of signage

### Potential for walking – town centres

The [Warwickshire Future Places Routemap](#) includes investigation of the vitality and viability of specific high streets and town centres within North Warwickshire. Facilitated by the Institute of Place Management and supported by Warwickshire County Council and North Warwickshire Borough Council, the project involves community workshops in a number of towns including Atherstone, Coleshill and Polesworth. These help to identify the challenges and possible changes that could be introduced to make the town centres more attractive places for all. A key topic is improving 'walkability' – for example, by providing more seating and space for pedestrians and improving wayfinding.

## Proposals for walking infrastructure

The information gathered on collisions, barriers and walking trip generators in North Warwickshire, together with detailed feedback from local people in 2021 and 2022, has been used to identify walking infrastructure improvements.

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. Some combined walking and cycling improvements (such as traffic-free paths and new bridges) are also listed in the cycling infrastructure plans.

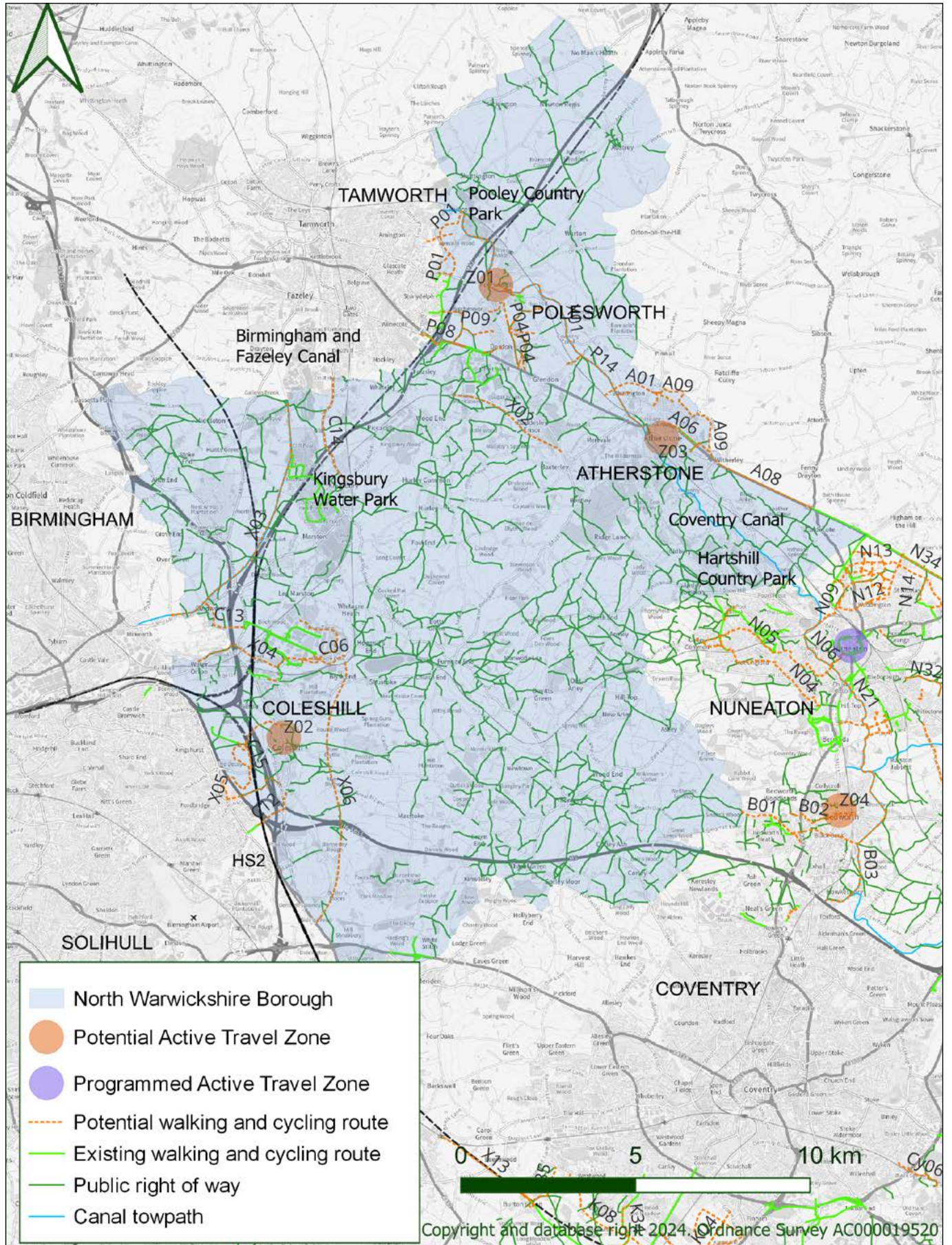
Information from road traffic collisions in North Warwickshire shows that there are issues with pedestrian safety on rural roads without pavements or village roads with very narrow pavements – including incidents where pedestrians are 'clipped' by cars. Measures such as warning lights/signs, lower speed limits (advisory or actual), pavement extensions and edge of carriageway markings could be introduced in these areas.

Figure NW14 and Table NW6 provide a high level overview of key proposals for walking infrastructure in the Borough of North Warwickshire comprising:

- Active Travel Zones (Z) – walking-focussed interventions in areas of highest pedestrian and cycle activity such as town centres. They are likely to be a combination of the prestige walking zone and primary walking route categories identified in the Council's footway hierarchy (Table NW3). Typical measures in these areas will include footway widening, pedestrian crossing facilities, public space improvements, seating and planting, waymarking and cycle parking, supported by slower speed limits and car parking management.
- Walking (and cycling) routes in urban areas (Coleshill, Polesworth and Atherstone) to enable walking for everyday trips. These are similar to the secondary walking routes in the Council's footway hierarchy (Table NW3). 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.
- 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. Wherever possible, these routes will be investigated as multi-user trails for walking, wheeling, cycling and horse-riding.

Accessibility improvements will be an integral part of new walking infrastructure, including step-free paths, removal of barriers, wider pavements, tactile surfaces, markings and safer crossings.

Figure NW14: Proposals for walking infrastructure in North Warwickshire



For potential schemes identified in Figure NW14 and Table NW6, some will be delivered by third parties such as developers, North Warwickshire Borough Council and HS2. Where potential schemes are promoted by Warwickshire County Council, next steps will include analysing existing data and local viewpoints, carrying out walking audits and commissioning surveys, feasibility studies and/or concept designs. Walking audits will be based on the core design principles (Coherence, Directness, Safety, Comfort and Attractiveness) and use latest Active Travel England guidance and toolkits such as the 'Healthy Streets Design Check'.

Active Travel Zones will be integrated with wider town centre and regeneration projects including the Vital and Viable reports (Warwickshire Future Places Roadmap) for Atherstone, Coleshill and Polesworth.

Figure NW14 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.

*Table NW6: proposals for walking infrastructure in North Warwickshire*

Ref	Scheme	Type
<b>Atherstone</b>		
Z03	Atherstone town centre	Active Travel Zone
A01	Atherstone developments	Footway/ cycle track adjacent to road, path/ cycle track through open space and crossing
A02	Coventry Canal (Atherstone to Whittington)	Towpath
A06	Path and Friary Road (A5 footbridge link to Ratcliffe Road and Sheepy Road)	Path/ cycle track through open space
A07	Path (A5 footbridge link: TQEA to Carlyon Road Industrial Estate)	Path/ cycle track through open space
A08	A5 Watling Street (Atherstone/ Mancetter - A444 Weddington Lane, Caldecote )	Footway/ cycle track adjacent to road
A09	Anker Meadows	Path/ cycle track through open space
A10	Innage Brook	Path/ cycle track through open space
<b>Coleshill, Curdworth, Water Orton</b>		
Z02	Coleshill town centre	Active Travel Zone
C06	Fishery Lane (Coleshill - Whitacre Heath)	Path/ cycle track through open space
C07	Gorse Lane, Coleshill	Footway/ cycle track adjacent to road and crossing
C11	Green Lane (Coleshill to Birmingham / UK Central)	Path/ cycle track through open space
C12	Coleshill Heath Road (Coleshill - Birmingham / UK Central/ HS2 Interchange)	Footway/ cycle track adjacent to road, path/ cycle track through open space, crossing and bridge

Ref	Scheme	Type
<b>Coleshill, Curdworth, Water Orton</b>		
C13	Marsh Lane/ Coleshill Road	Footway/ cycle track adjacent to road and on-carriageway route
C14	A51 Tamworth Road (Kingsbury - Dosthill)	Footway/ cycle track adjacent to road
C15	South Drive, Coleshill Manor	Footway/ cycle track adjacent to road
<b>Polesworth and Dordon</b>		
Z01	Polesworth	Active Travel Zone
P01	Alvecote development	Footway/ cycle track adjacent to road
P03	Bridleway and Green Lane (A5 Birch Coppice - Birchmoor - Stonydelph)	Path/ cycle track through open space and on-carriageway route
P04	Polesworth developments	Footway/ cycle track adjacent to road and path/ cycle track through open space
P07	Path (A5 Birch Coppice junction - Browns Lane)	Path/ cycle track through open space
P08	A5 Watling Street (M42 Junction 10 - Birch Coppice)	Footway/ cycle track adjacent to road and crossing
P09	Path (Kitwood Avenue - Bridleway)	Path/ cycle track through open space
P13	Abbey Green Park	Path/ cycle track through open space
P14	Coventry Canal (Grendon - Whittington)	Towpath
<b>Cross-county routes</b>		
X01	Coventry Canal (Alvecote - Polesworth - Grendon)	Towpath
X02	Baddesley Mineral Railway Line (Baddesley Colliery - Birch Coppice)	Multi user traffic-free route
X03	Birmingham and Fazeley Canal (Wiggins Hill to Fazeley)	Towpath
X04	River Tame Greenway (Water Orton - Hams Hall)	Multi user traffic-free route
X05	River Cole Greenway (Coleshill - North Solihull)	Multi user traffic-free route
X06	Whitacre Line (Hampton in Arden - Whitacre)	Multi user traffic-free route

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, improvements to public squares and parks, and the establishment of school streets and quiet lanes.



## 4. North Warwickshire Cycling Infrastructure Plan

### Potential for cycling - cycling zones

Figures NW15 to NW17 show areas within 5km and 10km cycling distance of the centres of Atherstone, Polesworth and Coleshill/ Water Orton. (5km equates to about 3miles and about 20 minutes travel time at a leisurely cycling speed).

The maps also show key destinations, including sites identified for new housing and employment, and existing journey attractors such as schools, health centres and railway stations and large employment sites. Peripheral employment sites which may be outside the (2km) walking zones are now within the (5km or 10km) cycling zones. These include Hams Hall (within cycling distance of Coleshill) and Birch Coppice Business Park (from Atherstone and Polesworth).

The Atherstone map shows the location of proposed housing along the A5 to the northwest of the town centre, and concentration of services 5-10km away, the majority of these being in Nuneaton to the southeast, including further education colleges, leisure centres and the George Eliot Hospital.

Figure NW15: potential for cycling: 5km and 10km cycling zones around Atherstone

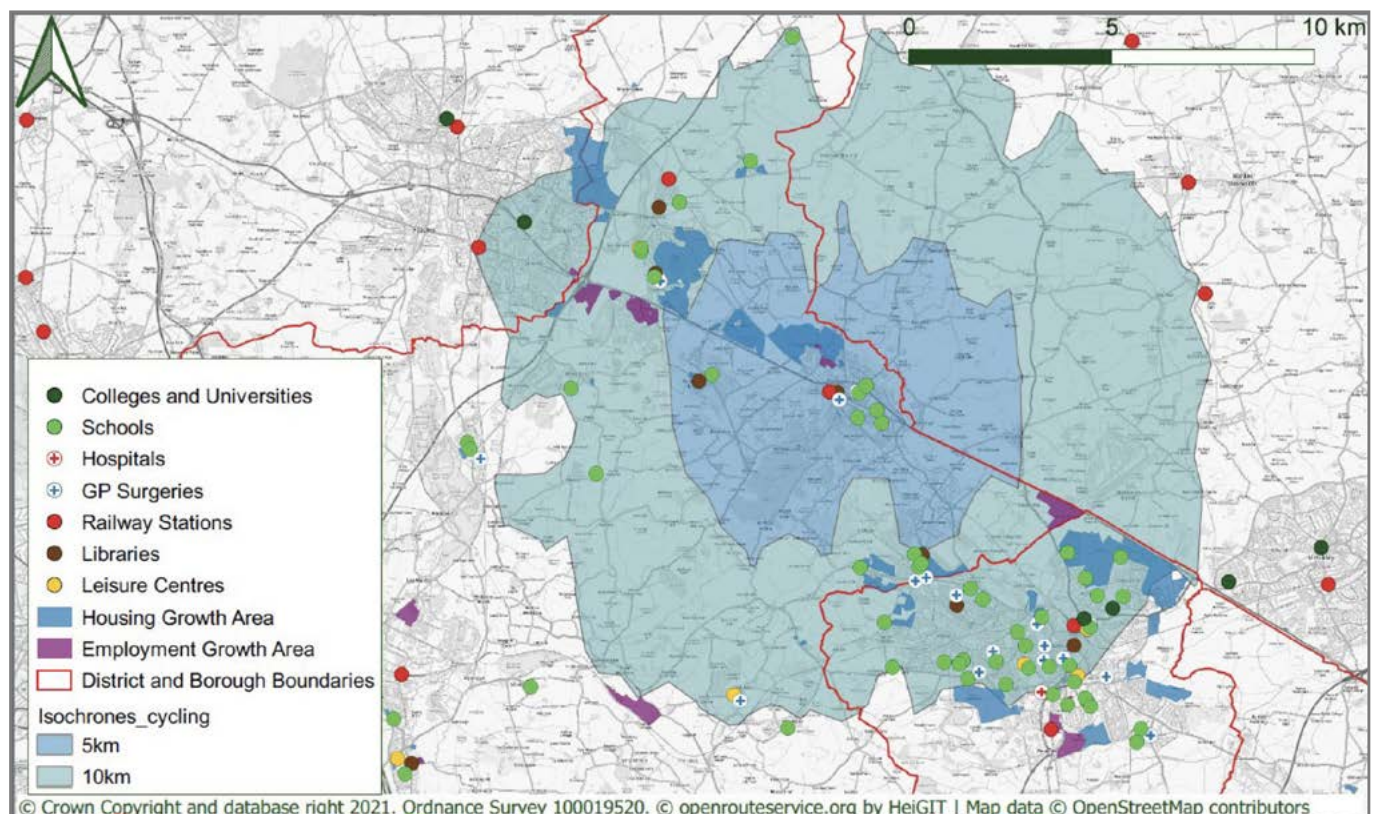




Figure NW16: potential for cycling: 5km and 10km cycling zones around Coleshill and Water Orton

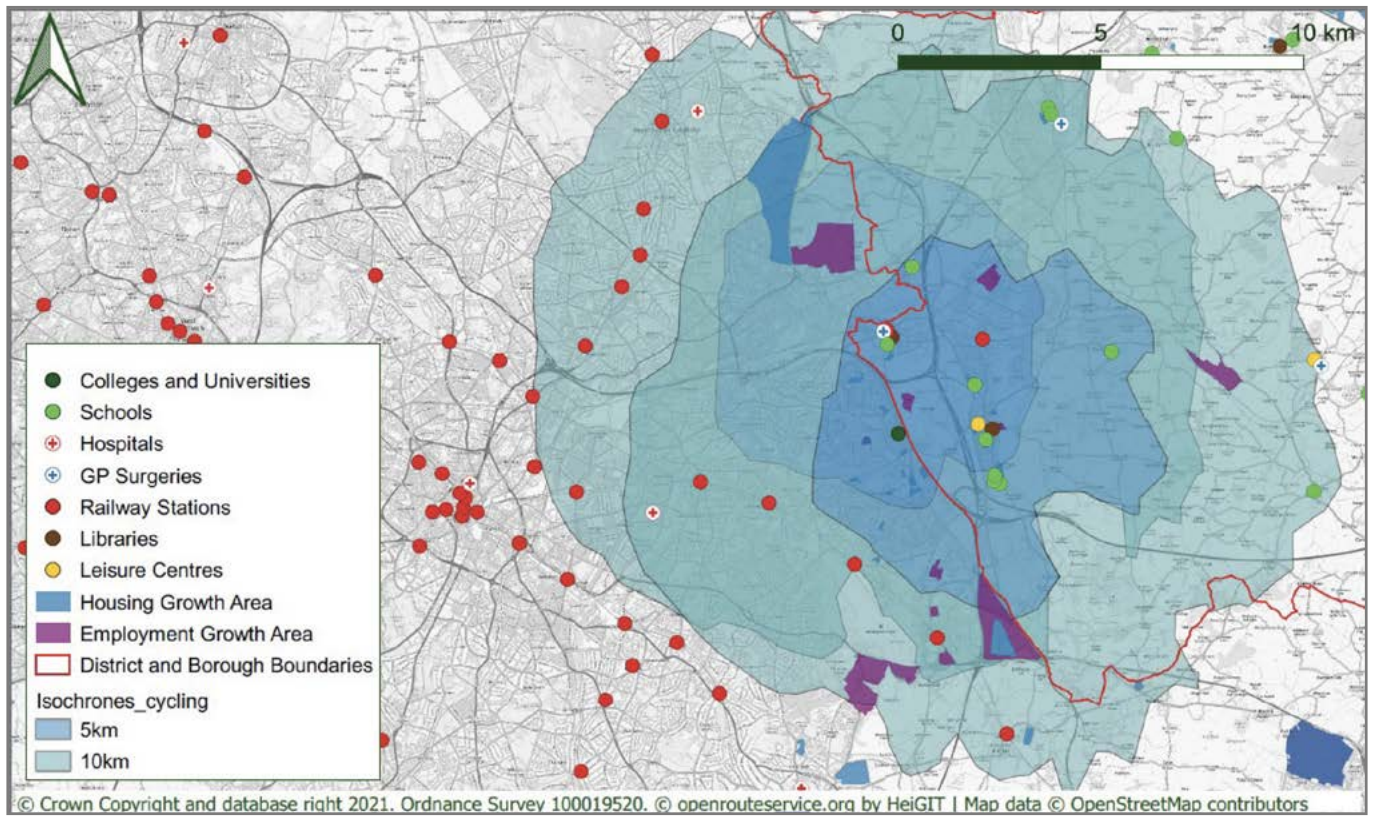
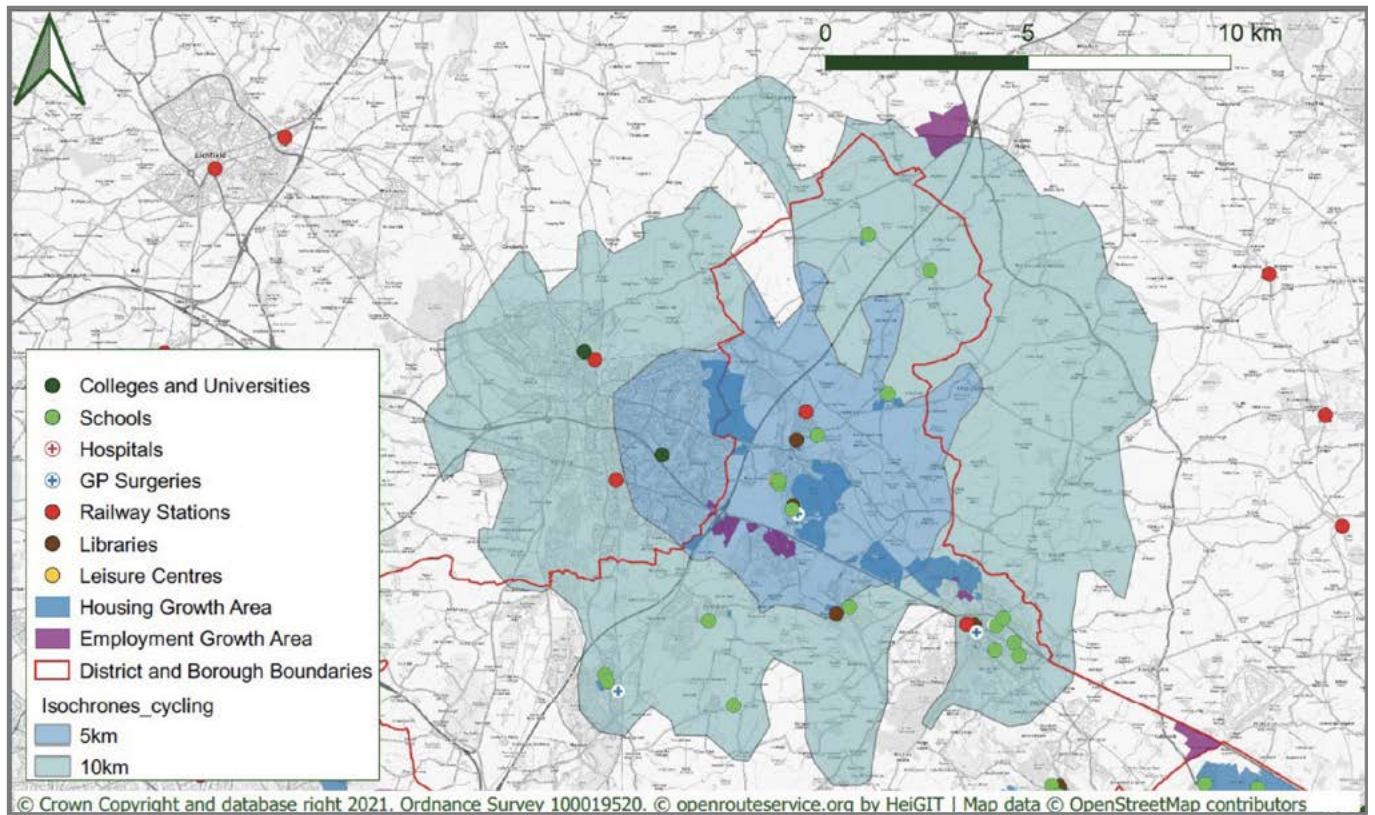


Figure NW17: potential for cycling: 5km and 10km cycling zones around Polesworth



The Coleshill and Water Orton map clearly shows the proximity of the West Midlands conurbation; nearest hospitals are Goodhope Hospital, Sutton Coldfield (within 10km of Water Orton) and Heartlands Hospital, East Birmingham (within 10km of both Coleshill and Water Orton); and major employment growth sites within 5km include HS2 Interchange/ Arden Cross (27,000 new jobs) and Peddimore (1,000 new jobs).

The Polesworth map includes a number of large residential developments within 5km, with up to 4,000 new homes planned near Dordon, Atherstone and Alvecote (on the eastern edge of Tamworth). Further expansion of the Birch Coppice Business Park is also planned (approximately 15 hectares of gross floor area).

## Potential for cycling – towpaths

The 2023 Warwickshire Towpaths Transport Strategy (part of the Warwickshire Waterways Strategy) reviewed the current condition of towpaths across the county and assessed specific areas (within a catchment area of 800m from key settlements) with propensity to attract and support an increase in users.

In North Warwickshire, the Coventry Canal was assessed for cycling for the section between Grendon Road (B5000), Polesworth and Merevale Road, Atherstone. It was scored as low priority.

## Potential for cycling - travel demand (short trips)

In addition to mapping the potential cycling zones and key destinations within these areas, Phil Jones Associates (PJA) were commissioned 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).

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 NW18 and NW19) 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 (as used previously for 5km and 10km zones).

The Coleshill flow map highlights the funnel effect of the M42 and M6 crossing points with greatest flows along the B4114 Birmingham Road and Coleshill Heath Road. Key north-south routes, A446 Stonebridge Road and the Coventry Road, form a backbone for short trips, as Coleshill is a linear settlement following a ridgeway between two river floodplains. However, the A446 is not currently appropriate for short trips by cycle, being a 60mph dual carriageway. Unfortunately, the analysis does not reflect true demand to or from Hams Hall, Marston Green and Birmingham Business Park, due to the large geographical size of this LSOA.

Figure NW18: potential for cycling: short trips, Coleshill

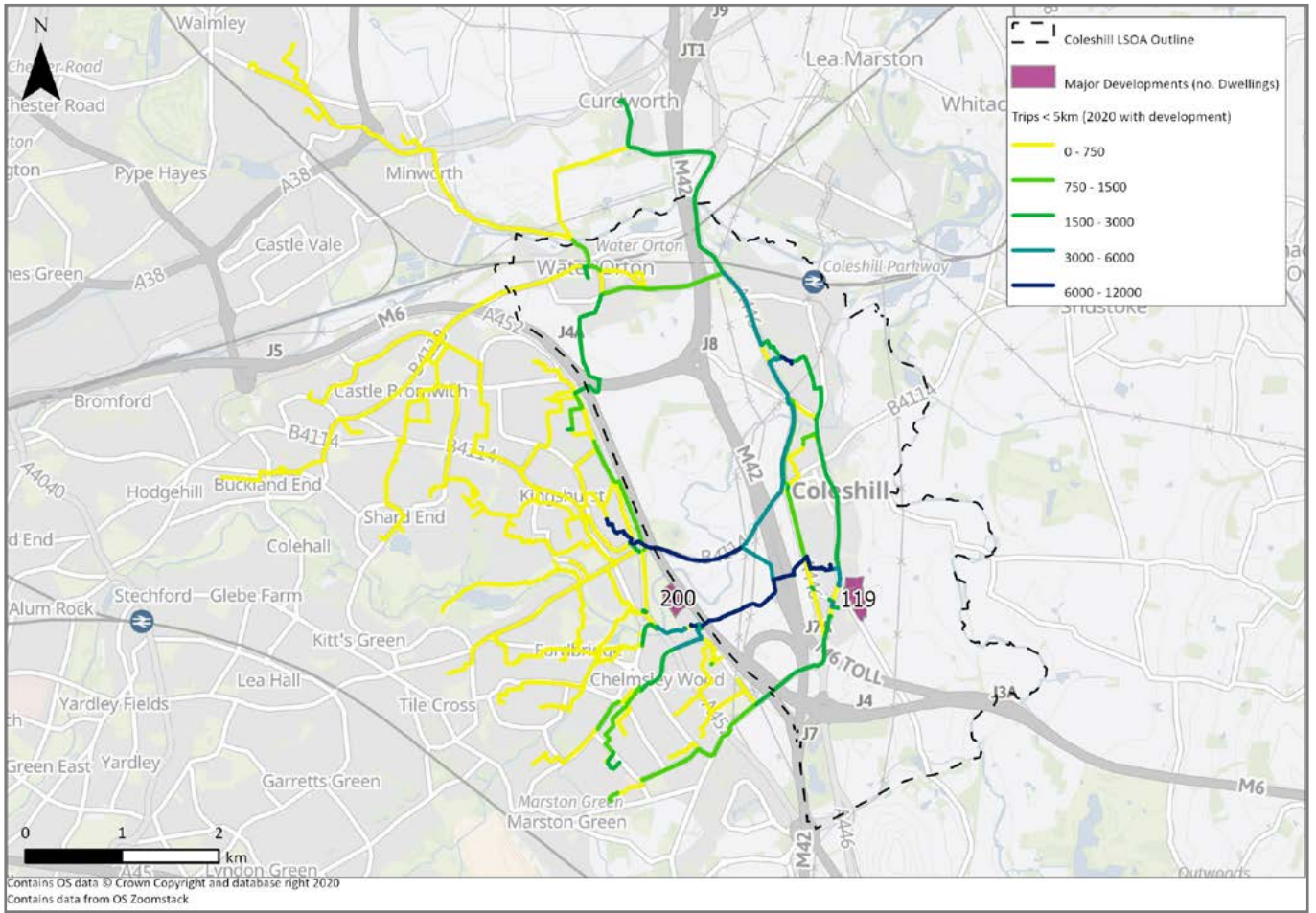
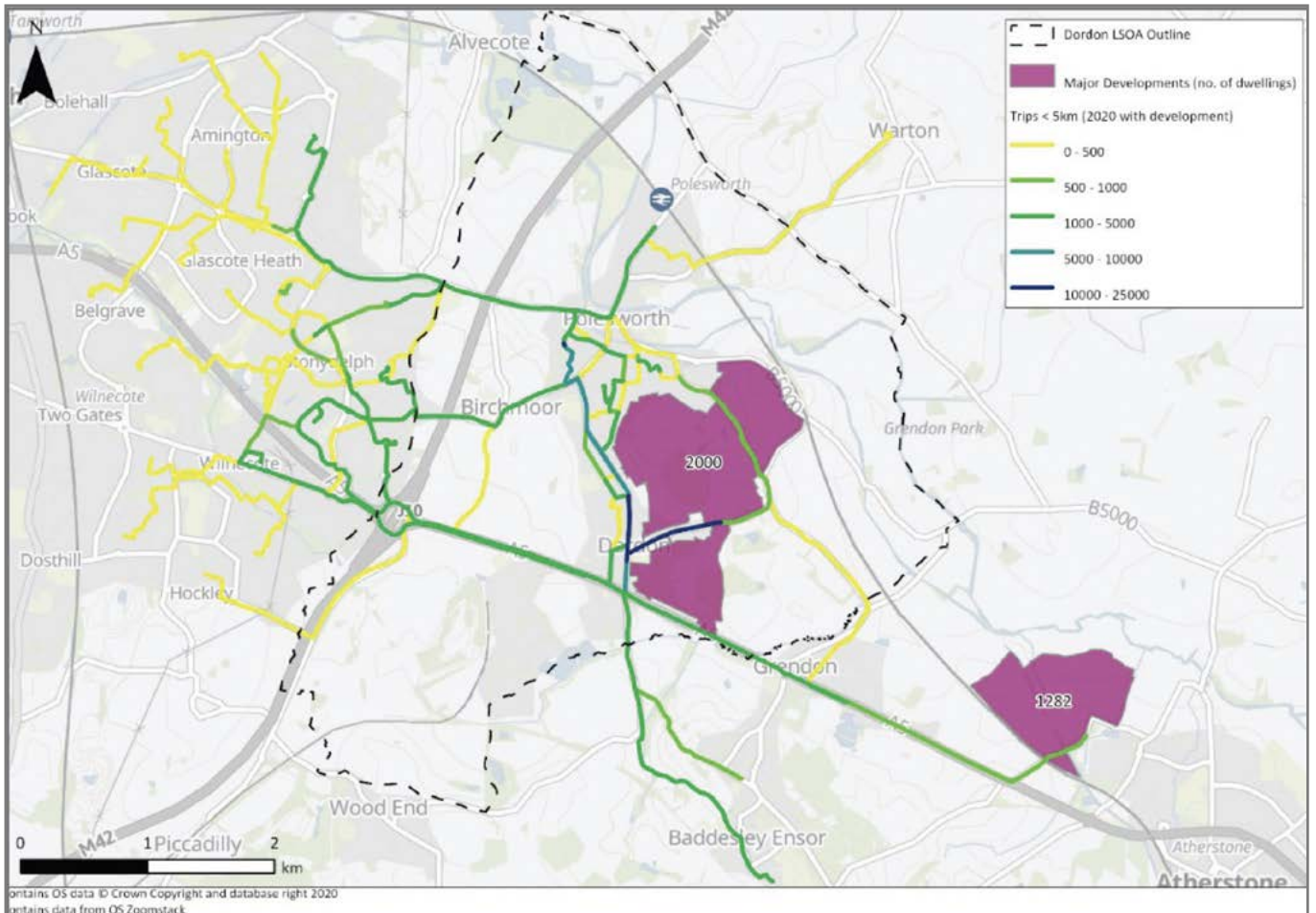


Figure NW19: potential for cycling: short trips, Polesworth and Dordon



The Polesworth and Dordon flow map again shows the funnel effect of the M42 and the lack of east-west routes other than the A5 to the south of the settlement.

The study area includes the Birch Coppice business park, home to several logistics and distribution businesses. This may explain the high number of short trips along the north-south axis between Dordon and Polesworth. The fact that North Warwickshire has one of the highest car ownership rates in the country, may also be a contributory factor to the many short motorised trips.

### 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, particularly in North Warwickshire, the PCT tool needs to be used with caution. However, the PCT maps, in combination with the cycling zone and PJA short trips maps, can help to focus on those areas with greatest cycling potential.

Figure NW20: propensity to cycle (LSOA Government Target Equality): Coleshill and Water Orton

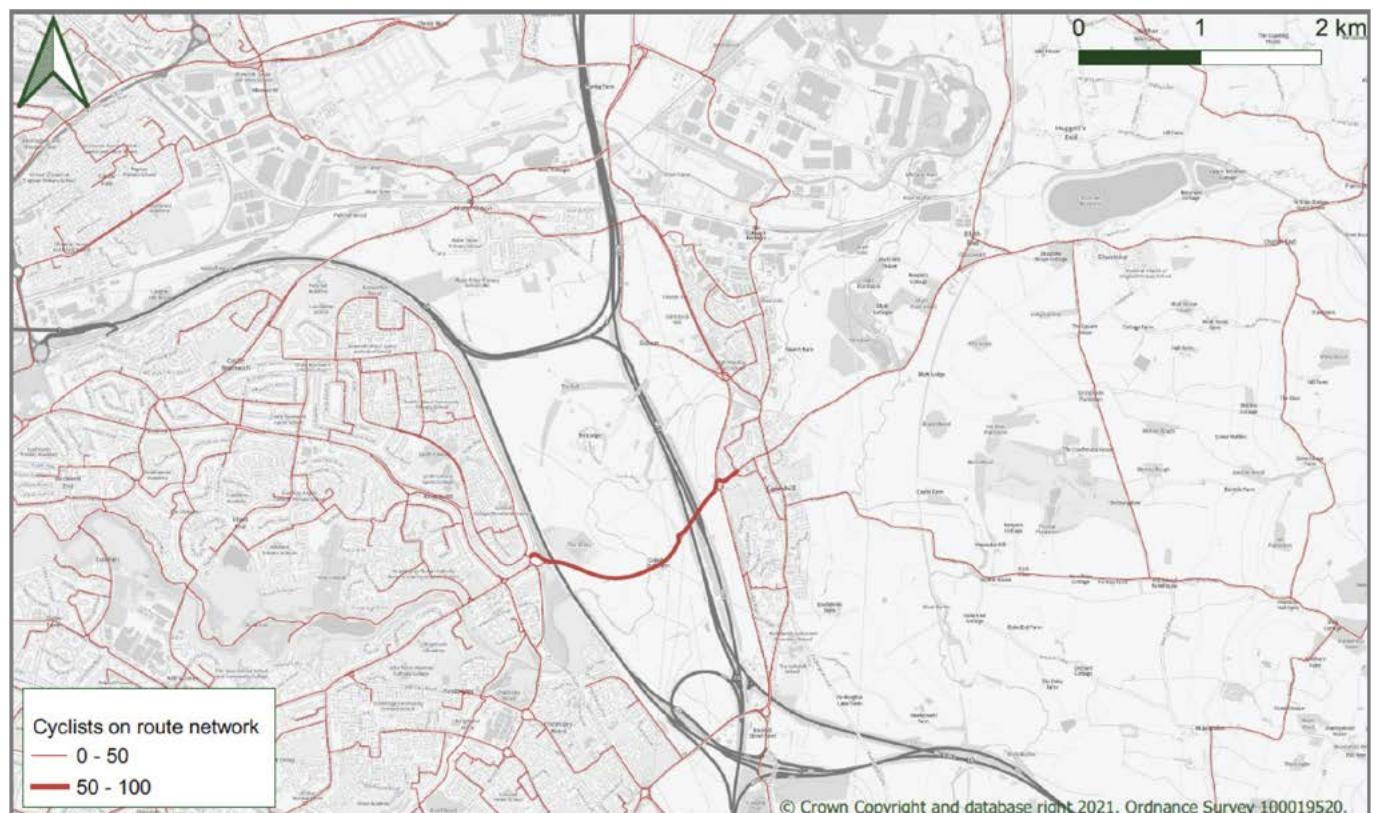
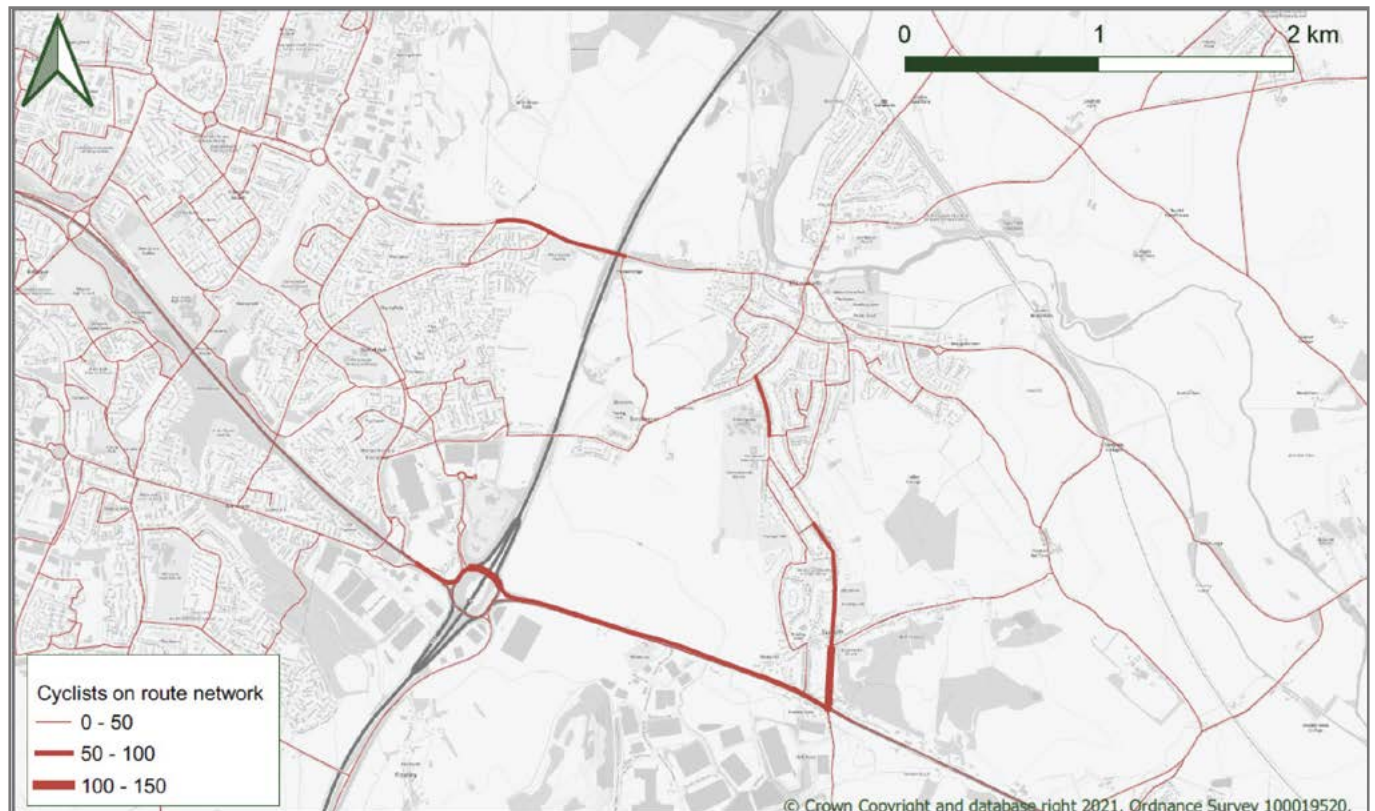


Figure NW21: propensity to cycle: (LSOA Government Target Equality): Polesworth and Dordon



Figures NW20 and NW21 are based on the Government Target (Equality) scenario to predict future cyclists on the local route networks in Coleshill and Polesworth. Although predicted cycling flows are fairly low, the Coleshill map shows that B4114 Birmingham Road is a key connection in the local network. Predicted cycling levels for the Government Target (Equality) are slightly higher near Polesworth including the A5 Watling Street, Long Street through Dordon and B5000 Tamworth Road.

## Proposals for cycling infrastructure

Previous sections have summarised the information gathered on collisions, barriers and cycling trip generators in North Warwickshire, together with detailed feedback from local people in 2021 and 2022. This information, together with route audits and local network reports by Sustrans, towpath assessments, 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 potential schemes and to identify possible measures to provide coherent, direct, safe, comfortable and attractive cycle routes.

In North Warwickshire, the evidence suggests that there is greatest potential for cycling development in three areas:

- Atherstone.
- Coleshill, Water Orton and Hams Hall, with connections to Birmingham, North Solihull and HS2 Interchange/ Arden Cross.
- Polesworth, Dordon and Birch Coppice, with connections to Tamworth.

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.

The proximity of traffic-free routes in Birmingham and Solihull, and existing infrastructure such as the North Warwickshire Cycle Route, canal towpaths and country parks, means that there are considerable opportunities for wider promotion of recreational cycling in this area. The long list of potential schemes therefore includes a number of new and improved leisure routes for cycling (and walking), which could provide safe and attractive places for exercise and exploration.

Figures NW21 to NW24 show indicative cycling networks (programmed and potential schemes) for the North Warwickshire District area and Atherstone, Coleshill and Polesworth. Routes within these 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' routes include a mix of canal towpaths, country park paths, greenways, footpaths and bridleways. Wherever possible, these routes will be investigated as multi-user trails for walking, wheeling, cycling and horse-riding.

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 NW7 to NW10 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 and quiet lanes. 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 NW7 to NW10 also show status of schemes, in terms of whether they are currently programmed for delivery, or are potential opportunities (including upgrades of existing facilities as well as new infrastructure).

A 'programmed' scheme is an infrastructure scheme with allocated funding, where design work is well progressed. However, it may require additional funding and further design work and could be paused to allow for better co-ordination with other local projects or additional community input.

A 'potential' scheme is an infrastructure scheme where an opportunity has been identified through the LCWIP information gathering and consultation process.

For potential schemes being promoted by Warwickshire County Council (i.e. not considered as the responsibility of a third party), next steps will include 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 toolkits and guidance such as the Active Mode Appraisal Toolkit (AMAT) and Cycle Infrastructure Design LTN1/20. For potential schemes that are considered as third 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.

Figure NW22: Indicative Cycle Network for the District of North Warwickshire

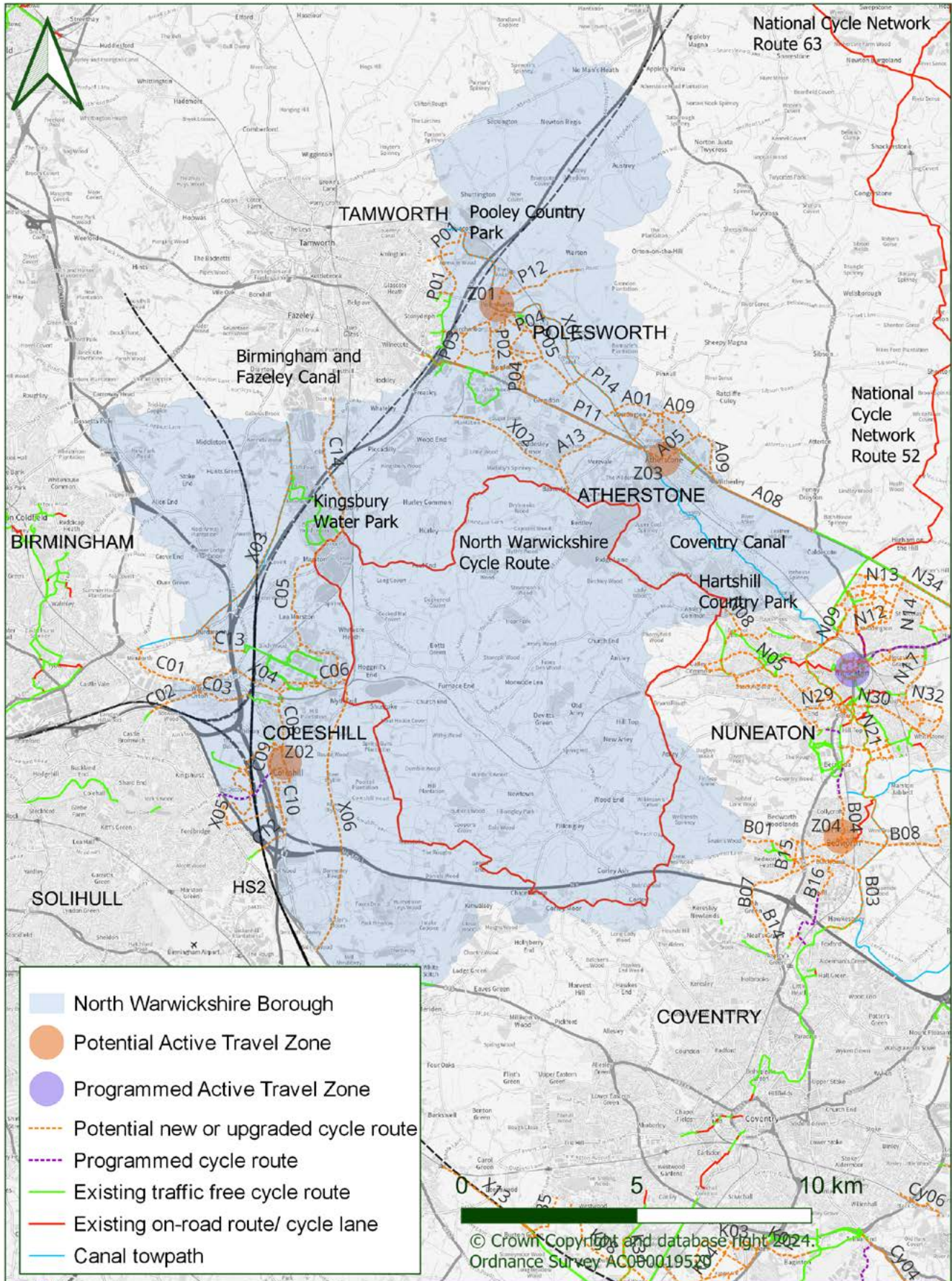


Table NW7: Proposed cross-county routes

Ref	Cross-county leisure routes	Type
	<b>Potential schemes</b>	
X01	Coventry Canal (Alvecote - Polesworth - Grendon)	Towpath
X02	Baddesley Mineral Railway Line (Baddesley Colliery - Birch Coppice)	Multi user traffic-free route
X03	Birmingham and Fazeley Canal (Wiggins Hill to Fazeley)	Towpath
X04	River Tame Greenway (Water Orton - Hams Hall)	Multi user traffic-free route
X05	River Cole Greenway (Coleshill - North Solihull)	Multi user traffic-free route
X06	Whitacre Line (Hampton in Arden - Whitacre)	Multi user traffic-free route





Figure NW23: Indicative Cycle Network for Atherstone

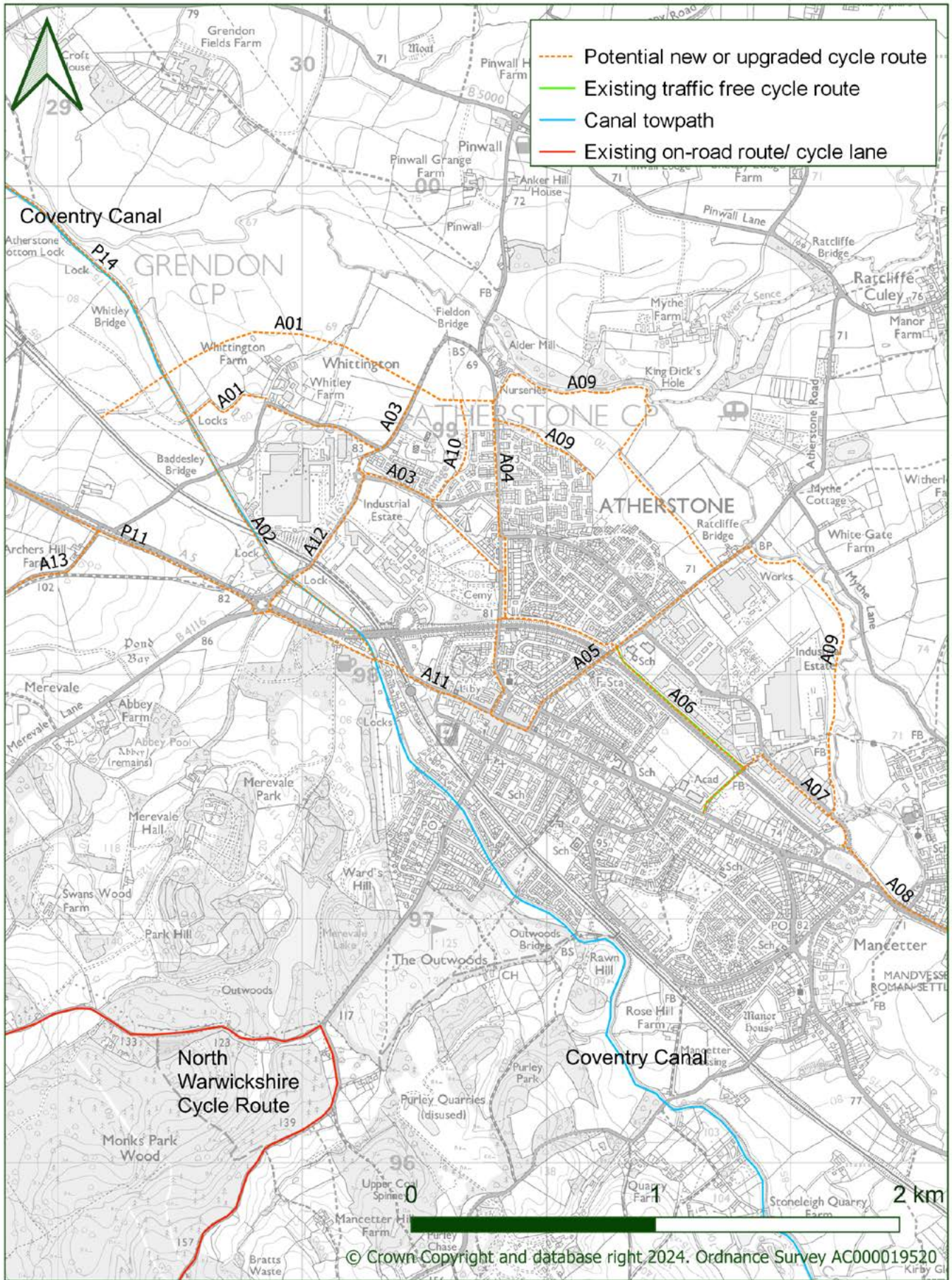


Table NW8: Proposed cycle schemes in Atherstone

Ref	Atherstone	Type
Potential schemes		
A01	Atherstone developments	Footway/ cycle track adjacent to road, path/ cycle track through open space and crossing
A02	Coventry Canal (Atherstone to Whittington)	Towpath
A03	Atherstone town links (Gypsy Lane, Rowlands Way, Whittington Lane)	Footway/ cycle track adjacent to road and on-carriageway route
A04	Atherstone town links (Sheepy Road)	Footway/ cycle track adjacent to road, on-carriageway route and crossing
A05	Atherstone town links (Ratcliffe Road)	Footway/ cycle track adjacent to road and on-carriageway route
A06	Path and Friary Road (A5 footbridge link to Ratcliffe Road and Sheepy Road)	Path/ cycle track through open space
A07	Path (A5 footbridge link: TQEA to Carlyon Road Industrial Estate)	Path/ cycle track through open space
A08	A5 Watling Street (Atherstone/ Mancetter - A444 Weddington Lane, Caldecote )	Footway/ cycle track adjacent to road
A09	Anker Meadows	Path/ cycle track through open space
A10	Innage Brook	Path/ cycle track through open space
A11	Long Street (Atherstone town centre)	On-carriageway cycle route
A12	B4116 Holly Lane	Footway/ cycle track adjacent to road
A13	Folly Lane/ Waste Lane (Baddesley - Atherstone)	On-carriageway cycle route

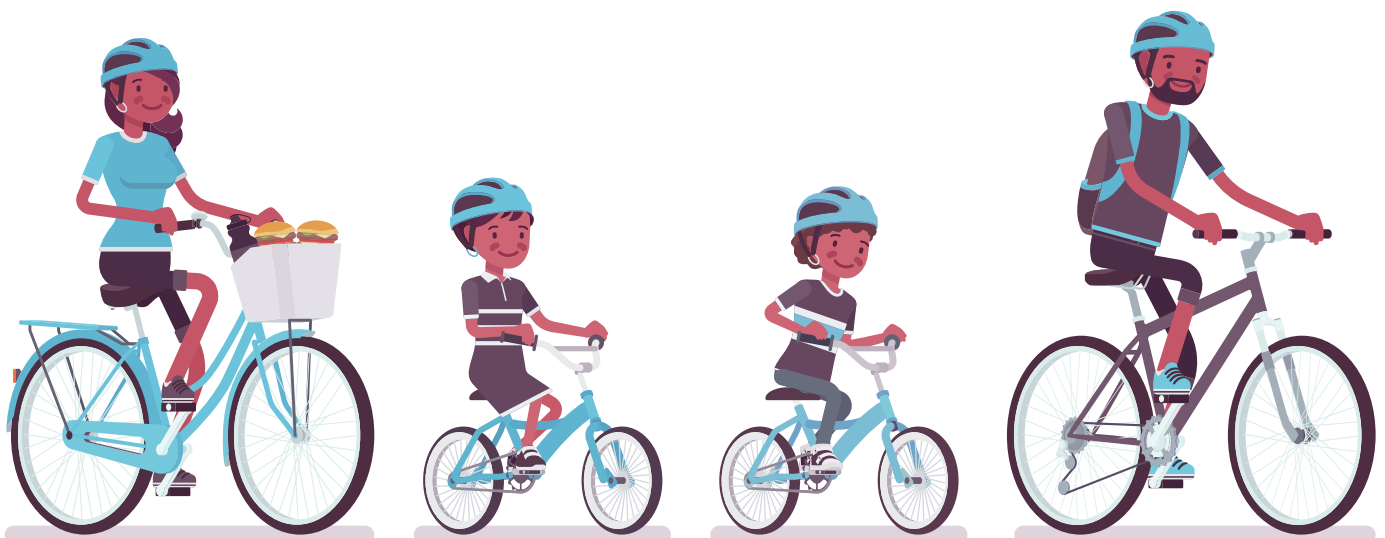


Figure NW24: Indicative Cycle Network for Coleshill and Water Orton

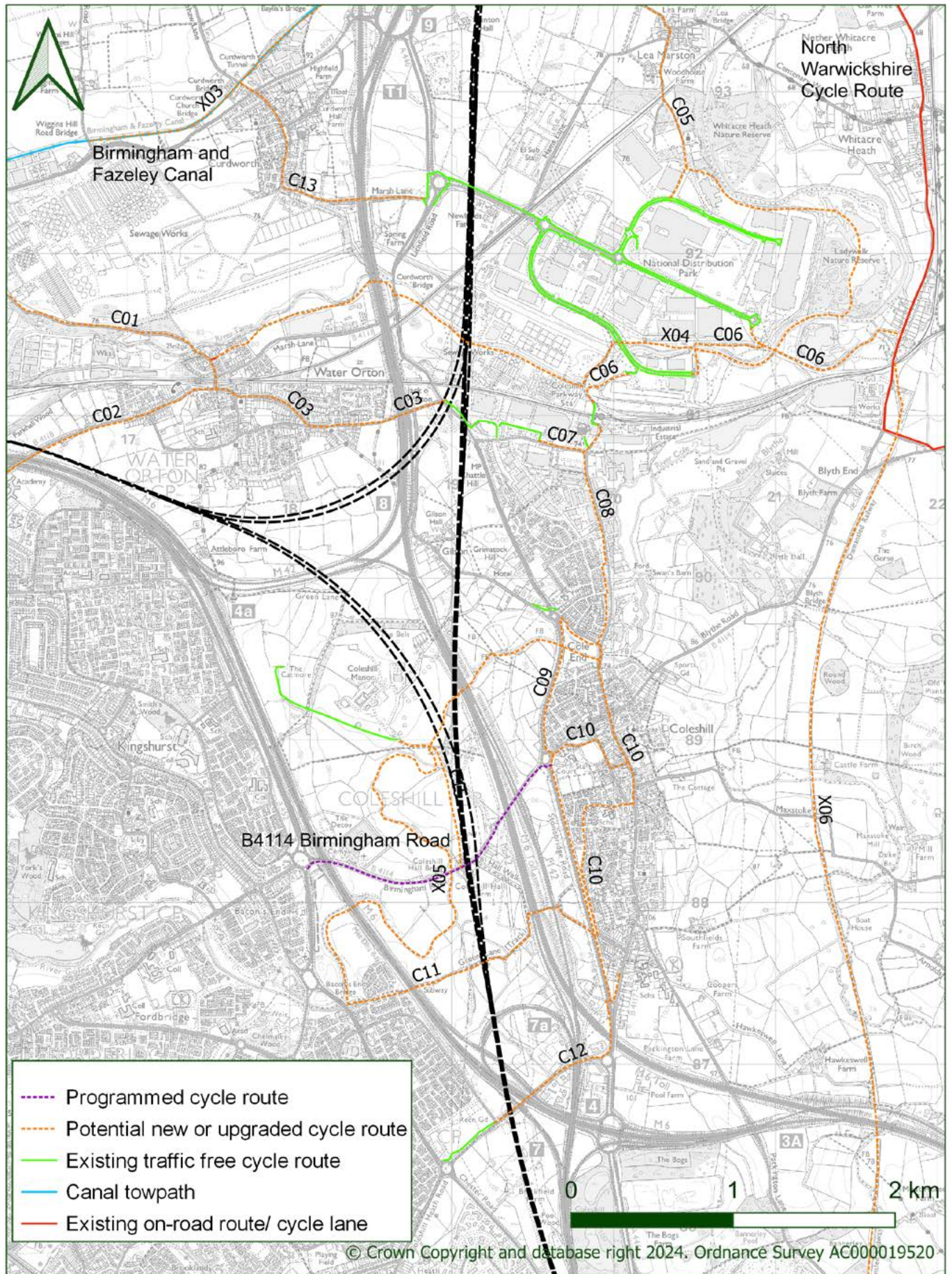


Table NW9: Proposed cycle schemes in Coleshill and Water Orton

Ref	Coleshill, Water Orton and Kingsbury	Type
<b>Programmed schemes</b>		
	B4114 Birmingham Road (Coleshill - Kingshurst)	Widened/ upgraded footway adjacent to road and crossing
<b>Potential schemes</b>		
C01	Water Orton Lane (Water Orton - Minworth)	Widened/ upgraded footway adjacent to road
C02	B4118 Water Orton Rd/ Birmingham Road (Water Orton - Birmingham/ Castle Bromwich)	Widened/ upgraded footway adjacent to road
C03	B4117 Watton Lane (Water Orton - Coleshill)	Widened/ upgraded footway adjacent to road and crossing
C04	A51 Coventry Road, Kingsbury	Widened/ upgraded footway adjacent to road, cycle track/ path and on-carriageway cycle route
C05	Church Lane/ Haunch Lane (Hams Hall - Kingsbury via Lea Marston)	Cycle track/ path on open space, on-carriageway route and crossing
C06	Fishery Lane (Coleshill - Whitacre Heath)	Cycle track/ path on open space
C07	Gorse Lane, Coleshill	New and upgraded footway and crossing
C08	Station Road, Coleshill (River Cole bridge - Coleshill Parkway)	Widened/ upgraded footway adjacent to road and crossings
C09	A446 Stonebridge Road (Gilson Road to Coleshill Heath Road)	Widened/ upgraded footway adjacent to road
C10	Coleshill town north-south spine (Stonebridge Road, Wingfield Road, High Street)	On-carriageway cycle route
C11	Green Lane (Coleshill to Birmingham / UK Central)	Cycle track/ path on open space
C12	Coleshill Heath Road (Coleshill - Birmingham / UK Central/ HS2 Interchange)	Widened/ upgraded footway adjacent to road and bridge

Figure NW25: Indicative Cycle Network for Polesworth and Dordon

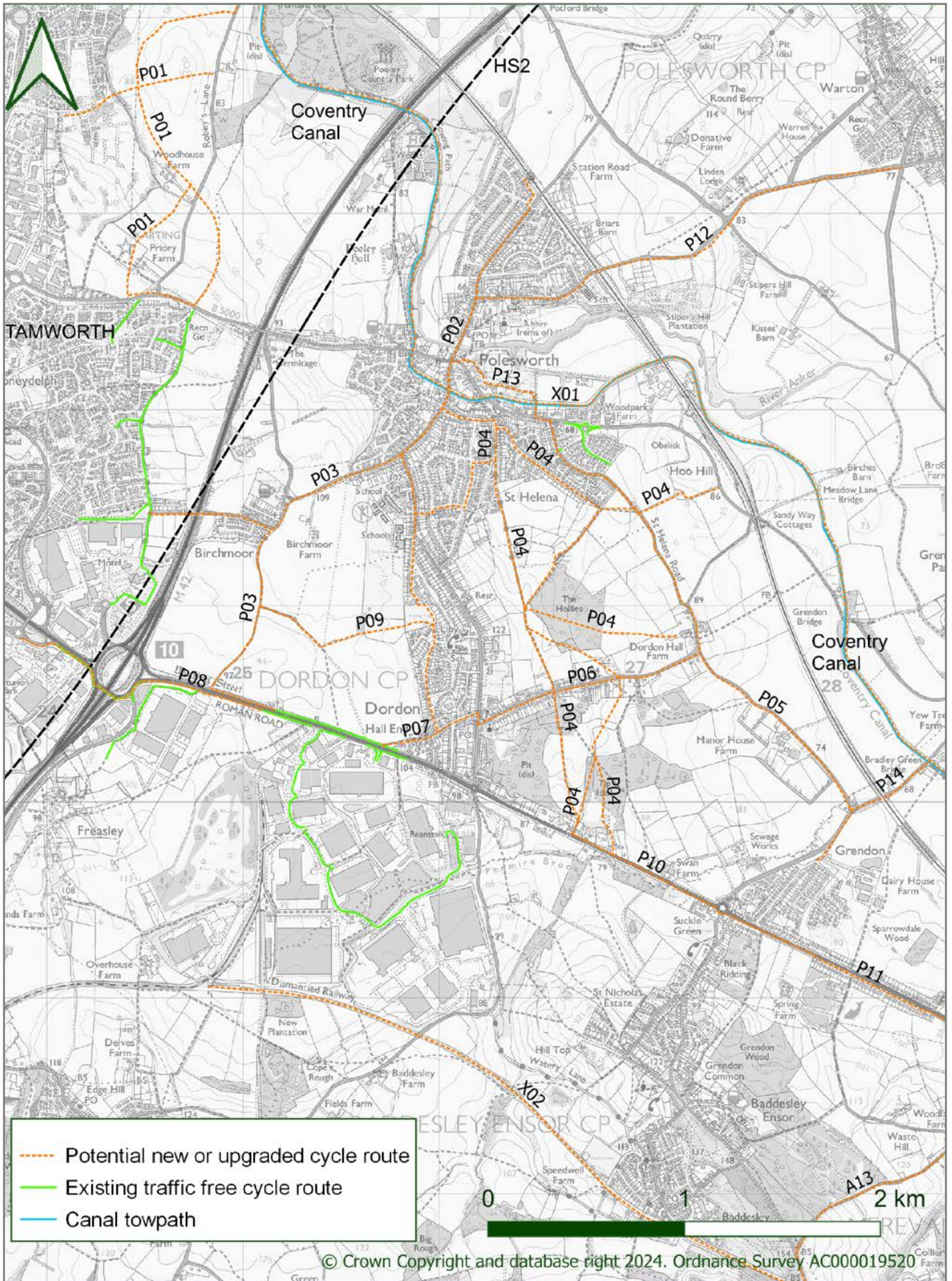
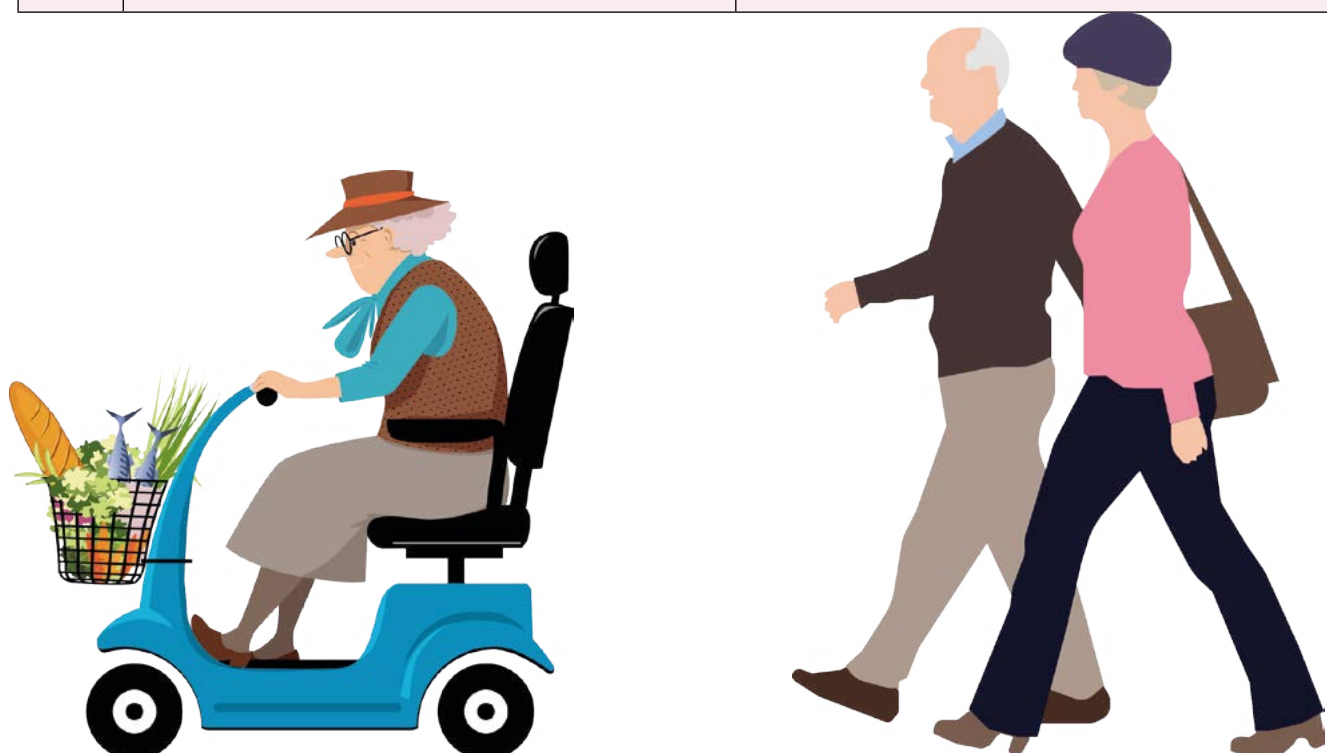


Table NW10: Proposed cycle schemes in Polesworth and Dordon

Ref	Polesworth and Dordon	Type
	<b>Potential schemes</b>	
P01	Alvecote development	Footway/ cycle track adjacent to road
P02	Polesworth and Dordon north-south links	On-carriageway cycle route
P03	Bridleway and Green Lane (A5 Birch Coppice - Birchmoor - Stonydelph)	Path/ cycle track through open space and on-carriageway route
P04	Polesworth developments	Footway/ cycle track adjacent to road and path/ cycle track through open space
P05	St Helena Road/ Dordon Hall Lane/ Spon Lane (Polesworth - Grendon)	On-carriageway cycle route
P06	Church Road/ Dunns Lane, Dordon	On-carriageway cycle route
P07	Path (A5 Birch Coppice junction - Browns Lane)	Path/ cycle track through open space
P08	A5 Watling Street (M42 Junction 10 - Birch Coppice)	Footway/ cycle track adjacent to road and crossing
P09	Path (Kitwood Avenue - Bridleway)	Path/ cycle track through open space
P10	A5 Watling Street (Birch Coppice - Dordon - Grendon)	Footway/ cycle track adjacent to road and on-carriageway route
P11	A5 Watling Street (Grendon to Atherstone)	Footway/ cycle track adjacent to road
P12	Stiper's Hill/ Orton Road (Polesworth-Warton)	Footway/ cycle track adjacent to road
P13	Abbey Green Park	Path/ cycle track through open space
P14	Coventry Canal (Grendon - Whittington)	Towpath





# Part 2 ▶ Nuneaton and Bedworth



## 1. The Current Situation

### Overview

The Borough of Nuneaton and Bedworth is located in the north of the county of Warwickshire. The two market towns are bordered by large rural areas to the east and west (including Hartshill Country Park and the Arbury Estate), and urban areas to the north-east (Hinckley in Leicestershire) and south (City of Coventry).

The urban form and streetscapes of Nuneaton and Bedworth reflect their industrial past and location in the Warwickshire coalfield. The railway lines and canals both connect and dissect local neighbourhoods. A decline in traditional industries such as textiles, and the economic and social impacts of this, has led to a renewed focus on projects to reconnect communities and regenerate public spaces.

Both Nuneaton and Bedworth towns continue to expand, with extensive housing developments planned, or under construction, along the northern and eastern edges of Nuneaton at Lower Farm, Top Farm and Callendar Farm and southeast of Bedworth at Hawkesbury Village. Together with investment in new employment sites, such as Bermuda Park, this presents a favourable opportunity to provide additional infrastructure for active travel.

### Population and health

There were 134,197 residents in the Borough of Nuneaton and Bedworth at the **2021 Census**. This is a 7.1% increase on the population in the 2011 Census. At the 2021 Census, the average (median) age of the population was 40, the same as the average (median) age in England.

The 'White British' ethnic group accounted for 87.1% of the population of Nuneaton and Bedworth in 2021. This is higher than the 77% in the wider West Midlands (metropolitan area and shire counties) but lower than 89.1% for Warwickshire.

The **2021 Census** asked residents to rate their own health on a scale of 'very good' to 'very bad'. In Nuneaton and Bedworth, 79.3% of residents described their health as 'good' or 'very good' – slightly higher than 2011 but below the county average of 83.2%. **Other health data** shows that Nuneaton and Bedworth generally underperform against a range of health indicators, suggesting a greater need for health improvement and physical activity development in this area.

Data from the **Active Lives Adult Survey** (Sport England) shows that 56.7% of adults (aged 18+) in Nuneaton and Bedworth are physically active (undertaking the minimum recommended activity of 150 minutes of moderate intensity equivalent physical activity per week). This is very low compared to 67.1% in Warwickshire and 67.3% in England.

72.9% of Nuneaton and Bedworth adults are classified as overweight or obese (where BMI is greater than or equal to 25kg/m<sup>2</sup>). This is much higher than the 66.2% for Warwickshire and 63.8% for England. The NHS National Child Measurement Programme shows that 42.2% of Nuneaton and Bedworth children in Year 6 are overweight or obese, compared to 36% in Warwickshire and 37.8% in England.

## Travel patterns

Whereas the 2021 Census provides reliable data about population, the information collected on travel patterns needs to be considered with caution due to:

- Responses being collected during the coronavirus (COVID-19) pandemic. Restrictions on travel ended later in 2021.
- Increase in home working.
- Smaller numbers due to people on furlough, temporarily not working
- Confusion over whether the Census question guidance was followed; some people may have provided travel information for the last time they worked, or they may have answered based on their behaviours on Census Day.
- 2011 results included those aged 16-74 in employment, whereas the 2021 Census included people aged 16 and over in employment.

Travel to work data from both 2011 and 2021 is therefore described below.

In 2011, driving a car or van was the most popular mode of travel for commuting to work by Nuneaton and Bedworth residents (70.5% of the working population aged 16-74 years). 5.8% of the working population used public transport to get to work, 9.3% of people walked to work and 2.1% cycled. 3.2% worked mainly at or from home.

In 2021, driving a car or van remained popular but the numbers and proportions were affected by the pandemic: 58.1% of the working population aged 16 years and over travelled to work by car or van. 3% of the working population used public transport to get to work, 6.9% of people walked to work and 1.7% cycled. 22.9% worked mainly at or from home.

Car ownership increased slightly in Nuneaton and Bedworth between 2011 and 2021. 19.4% of households did not own a car or van in 2021, compared with 22.4% in 2011. 39.9% owned 2 or more cars and vans compared with 35% in 2011.

Travel habits from the Active Lives Adult Survey (Sport England) showed:

- 8.4% of adults in Nuneaton and Bedworth walk for travel at least three times a week (compared to 13.6% for Warwickshire and 15.1% for England)
- 0.7% of adults in Nuneaton and Bedworth cycle for travel at least three times a week (compared to 1.6% for Warwickshire and 2.3% for England).



## Road Safety

Table NB1: Road traffic collisions between January 2016 and December 2020, involving pedestrians and cyclists, Borough of Nuneaton and Bedworth

Year	Pedestrian casualties				Cyclist casualties				Total
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
2016	1	13	30	<b>44</b>	0	7	27	<b>34</b>	<b>78</b>
2017	1	12	28	<b>41</b>	0	3	26	<b>29</b>	<b>70</b>
2018	1	11	23	<b>35</b>	0	5	25	<b>30</b>	<b>65</b>
2019	0	9	28	<b>37</b>	1	4	13	<b>18</b>	<b>55</b>
2020	0	10	20	<b>30</b>	0	5	17	<b>22</b>	<b>52</b>
<b>Total</b>	<b>3</b>	<b>55</b>	<b>129</b>	<b>187</b>	<b>1</b>	<b>24</b>	<b>108</b>	<b>133</b>	<b>320</b>

The 2016 to 2020 casualty data summarised in Table NB1 shows that the total number of pedestrian and cyclist casualties in the Borough of Nuneaton and Bedworth decreased gradually over the five years, although cyclist casualties in 2020 saw a slight increase compared to 2019, possibly due to greater cycling activity during the Covid pandemic. Overall collision numbers are fairly low, and therefore some caution is needed when analysing the data.

Over the 5 years, there were more collisions involving pedestrian casualties occurring in the months of January and November whereas collisions involving cyclist casualties were marginally higher between July and September. In terms of time of day, there were slightly more collisions involving pedestrians and cyclists between 8am to 9am in the morning, and in the afternoon from 3pm to 6pm, reflecting busier times on the local highway network. 73% of all pedestrian and cyclist collisions were during hours of daylight.

The majority of pedestrian and cyclists collisions occurred away from crossings. Just over half of all collisions involving pedestrians occurred at junctions, and two thirds of all collisions involving cyclists were at junctions.

Although the number of collisions decreased between 2016 and 2020, the proportion of all casualties that are pedestrians and cyclists in Nuneaton and Bedworth is large compared to the expected mode share in traffic volumes or miles travelled, and compared to county figures. In 2020, the proportion of casualties that were pedestrians and cyclists was 26% in Nuneaton and Bedworth, compared to 21% in wider Warwickshire.



Figure NB1: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Nuneaton

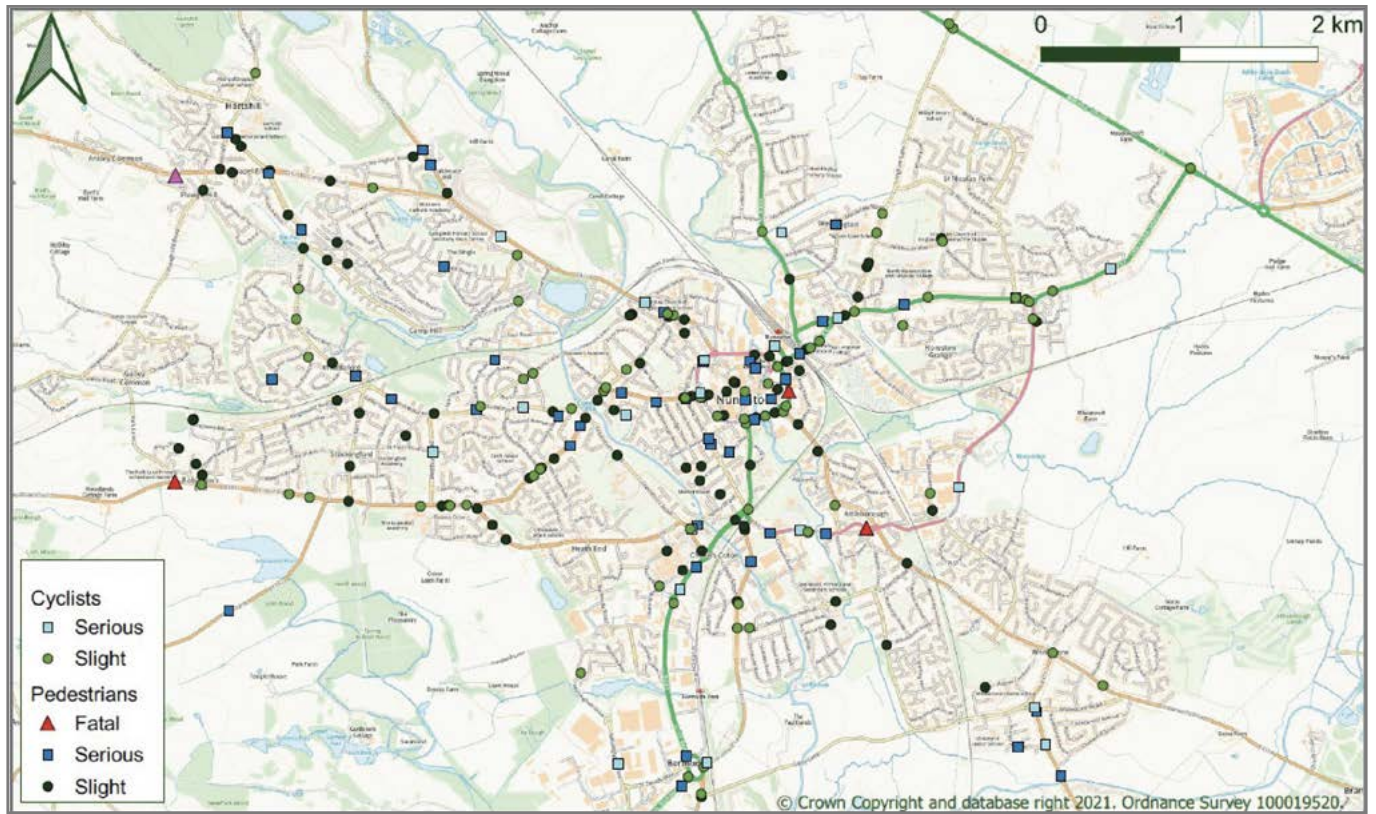
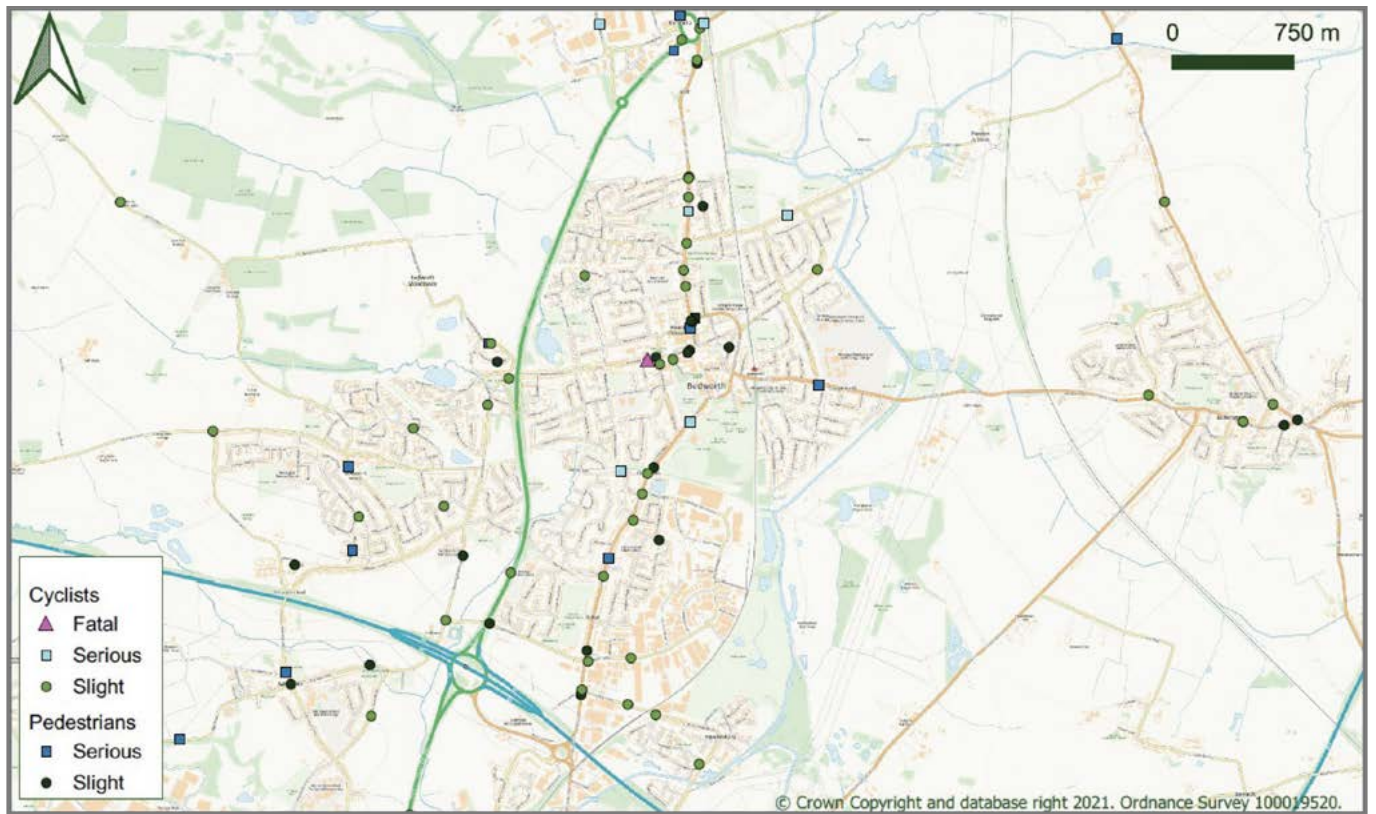


Figure NB2: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Bedworth and Bulkington



Figures NB1 and NB2 map the locations of collisions in Nuneaton and Bedworth, and this information has been used to focus on specific areas and to support the LCWIP proposals for future infrastructure to improve road safety outcomes. In addition to these walking, wheeling and cycling schemes, road safety intelligence will be used to identify and implement specific casualty reduction schemes at locations with a significant history of injury collisions.

## Physical barriers

Figure NB3: barriers to walking and cycling in Nuneaton and Bedworth

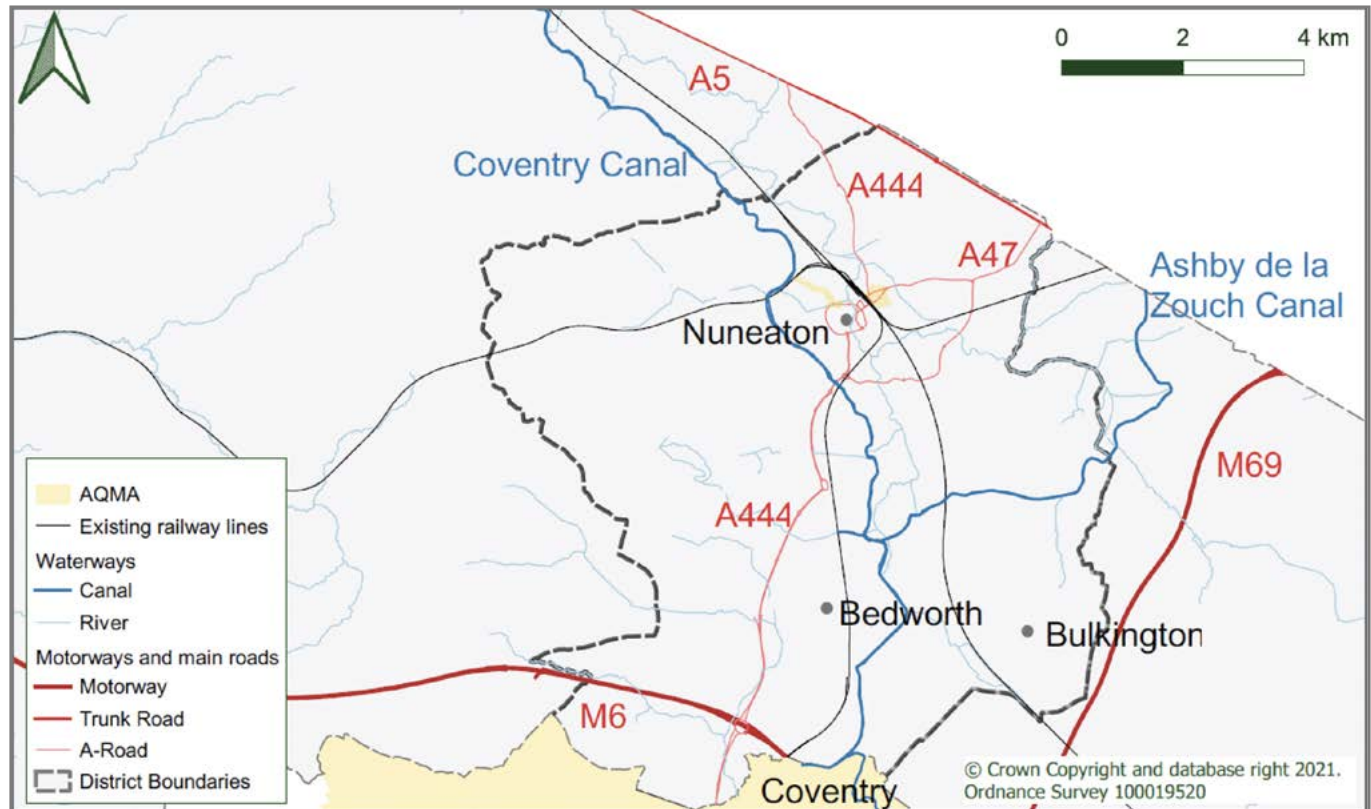


Figure NB3 shows the main barriers to walking and cycling movements around Nuneaton, Bedworth and Bulkington; the main roads and motorways; rivers and canals; and railways. These barriers can cause community severance and ‘funnel’ pedestrians and cyclists (and motor traffic) into a limited number of crossing points. Figure NB3 also shows the Air Quality Management Areas (AQMA) on Midland Road/ Corporation Street and Leicester Road Gyratory in Nuneaton and the AQMA which covers the entire city of Coventry.

Specific problems are:

- M6 and M69 motorways, particularly the M6 as it cuts east-west across routes connecting to Coventry.
- A5 Watling Street corridor – this Strategic Road cuts east-west across the northern part of the Borough, creating a barrier between Warwickshire and Leicestershire.
- Coventry Canal – although the towpath itself presents opportunities for traffic-free walking and cycling between Coventry, Bedworth and Nuneaton, there are a number of narrow bridges where cyclists and pedestrians are crossing in close proximity to large volumes of motor traffic.

- Ringway in Bedworth and A444 ring road in Nuneaton - both of which create severance for access to town centre on foot and by bicycle. 'Transforming Nuneaton' includes a **Ring Road Highway Improvements Programme** to unlock development, help reduce existing Air Quality Management Areas (AQMA's), enhance existing cycling infrastructure, create new infrastructure for sustainable travel and relieve pinch points and congestion.
- Railway lines through Nuneaton - which limit access to the railway station and create pinch points on routes to the town centre.

The Coton Arches scheme in Nuneaton created new walking and cycling crossing points. These have helped to address the combined barriers of the railway viaduct and A444 Coton Road.

## Existing facilities and networks

The towns and villages in the Nuneaton and Bedworth Borough area are connected by a network of main roads and local streets managed by Warwickshire County Council. The A444 and A47 form part of the **Major Road Network**.

The Borough is also crossed by the M6 motorway which, together with the A5, forms part of the **Strategic Road Network** managed by Highways England (Area 7, East Midlands for the A5 and Area 9, West Midlands for the M6).

Work started in 2021 on a major highway scheme in Bermuda as part of an ongoing programme of A444 Corridor Improvements (including Coton Arches in Nuneaton). The **Bermuda Connectivity scheme** includes the reopening of the Bermuda Bridge across the A444, improvements to the pedestrian footway on The Bridleway and a path connecting St Georges Way, Bermuda Bridge and The Bridleway.

The Transforming Nuneaton regeneration programme includes a wide range of projects including highway improvements to make it easier and safer to access the town centre by foot and cycle.

In terms of walking provision, the public rights of way network in the Borough and urban trails such as the Black Track and Weddington Walk provide good leisure opportunities, but the quality of paths is mixed. In the built-up areas, there is good pavement provision and street lighting.

In Nuneaton town centre there is a large pedestrian zone including Church Street, Bridge Street, Newdegate Street, Abbey Gate and Harefield Road. In Bedworth town centre, the pedestrian zone is along King Street and All Saints Square. There are a number of parks and open spaces within the town including three 'destination parks' promoted by the Borough Council; Riversley Park, close to Nuneaton town centre; Miner's Welfare Park in Bedworth; and the 43 acre Whitleford Park on the west side of Nuneaton.

Footways are categorised (see Table NB2) 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.

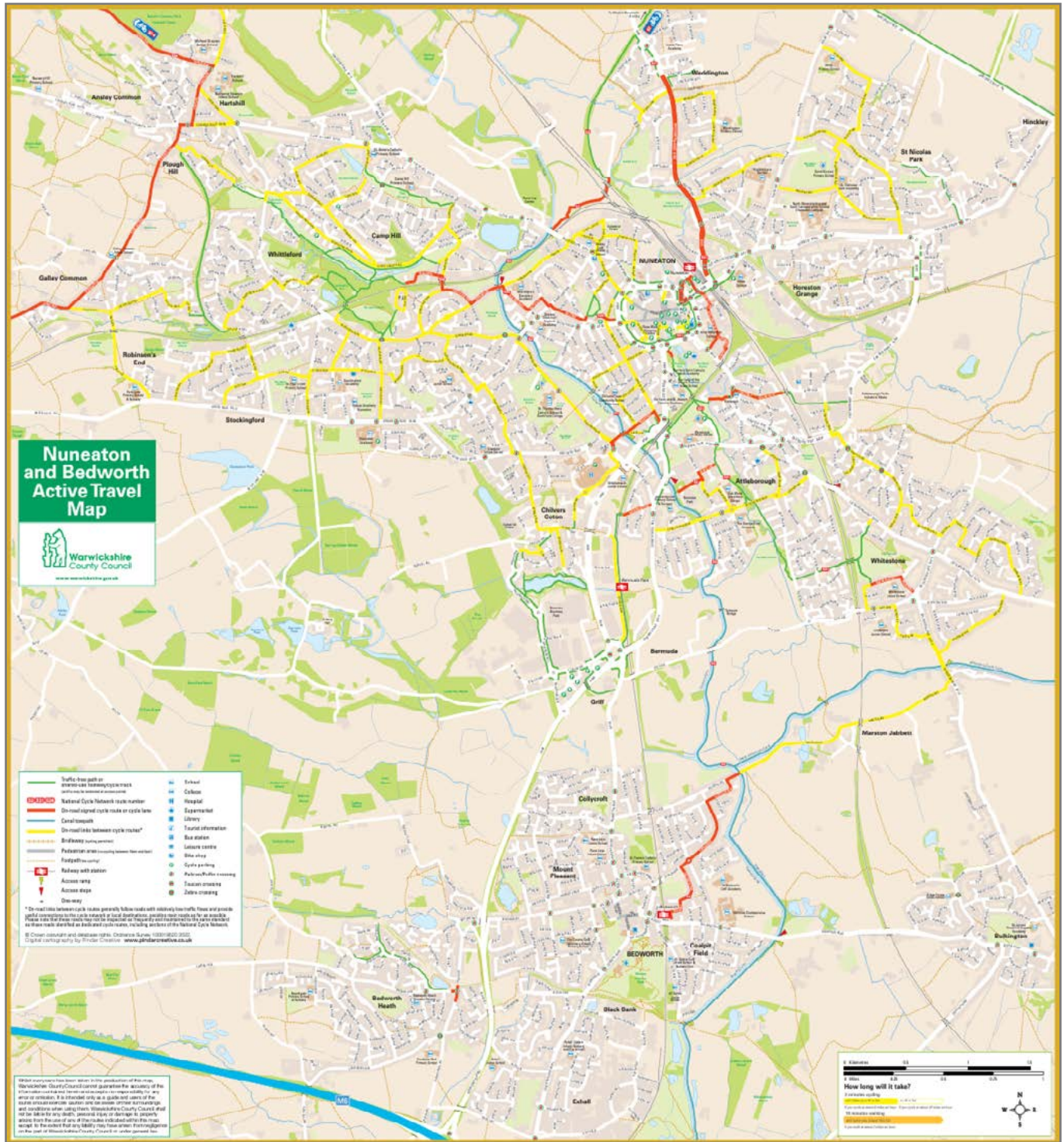
Table NB2: footway hierarchy, Warwickshire

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

The total length of dedicated cycling infrastructure in Nuneaton and Bedworth is about 25 miles. This excludes the Coventry Canal towpath, but includes 21 miles of traffic-free paths, many of which are maintained by Nuneaton and Bedworth Borough Council such as the Weddington Walk (National Cycle Network Route 52), Black Track, Whittleford Park route and Riversley Park route. Other routes (see Figure NB4) are a mixture of on-carriageway cycle lanes and shared use footways / cycle tracks adjacent to main roads, such as alongside the Nuneaton town centre ring road, and within new housing developments such as Bluebell Drive in Bedworth and Greendale Road in Nuneaton.



Figure NB4: Nuneaton and Bedworth Active Travel Map, online version 2022



The quality of existing cycle routes is mixed and there are some gaps, particularly around the east side of Nuneaton, and within Bedworth. There are various National Cycle Network routes:

- NCN 52 (Warwick – Coalville): passing through Coventry, Bedworth and Nuneaton. However, this NCN route has various missing sections.
- NCN 524: this spur off NCN52 connects the town centre with Whittleford Park and Hartshill
- NCN 521: an alternative to the NCN52 between Attleborough and Weddington

Walking and cycling is permitted on the Coventry Canal towpath, but there is scope to upgrade the surface and improve access for all. This would provide a more attractive daytime cycle route and link directly with Coventry where towpath upgrades have recently taken place.

There are several 20mph zones in Nuneaton including Queens Road and various streets just west of the town centre as well as residential streets in Stockingford and Camp Hill.

There is currently a reasonable provision of public cycle parking around Nuneaton town centre and at the railway stations (Figure NB3) although cycle parking is more limited in other parts of the Borough. Secure, long-stay cycle storage at public transport interchanges is important in ensuring that active travel can form part of longer distance journeys.

Table NB3: station facilities in Nuneaton and Bedworth

Station	Access	Cycle Parking
Bedworth	Step-free	None
Bermuda Park	Step-free	20 spaces, covered No CCTV
Nuneaton	Step-free	48 spaces, covered CCTV

Nuneaton Station is served by frequent rail services; the Trent Valley section of the West Coast Main Line (to London, Crewe and Manchester); Birmingham to Leicester and Peterborough Line; and the local 'Elephant and Bear Line'. Bermuda Park Station, which opened in 2016, and Bedworth Station, have less frequent services. They are part of the 'Elephant and Bear Line' (previously known as the 'Nuckle Line') between Leamington Spa, Coventry, Bedworth and Nuneaton. The railway stations all have step-free access for pedestrians.

Future plans for possible new stations include a strategic multi modal station located between Nuneaton and Hinckley. A Nuneaton Parkway station would connect with Coventry, Leicester and Nottingham. At Stockingford /Galley Common, west of Nuneaton, the County Council is also investigating scope for a local railway station. At Nuneaton Station, there are plans (as part of the Transforming Nuneaton programme) to investigate the feasibility of a new northern access to the station, via Weddington Terrace.





## 2. Local viewpoints on walking and cycling

### LCWIP engagement, 2021

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 NB4: Questions asked in the LCWIP survey, May-July 2021

<b>Issues</b> <b>Are there any problems or issues at this location that you wish to raise?</b>	<b>Improvements</b> <b>How could cycling and walking conditions be improved at this location? (Choose up to 3)</b>
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. Figures NB5, NB6 and NB7 identify locations for walking, cycling and traffic issues for Nuneaton and Bedworth.

The Commonplace data provided detailed insight into the everyday problems for people on foot and cycle, as well as horse-riders, in Warwickshire. It also set out the aspirations for providing better facilities and highlighted the scale of investment required to encourage more active travel in future. The data was used at a local level to inform the route choices and priorities for the proposed walking and cycling networks, and was shared with other departments at Warwickshire County Council to use as reference for other relevant programmes of work.



Figure NB5: Warwickshire LCWIP Survey: walking issues in Nuneaton and Bedworth

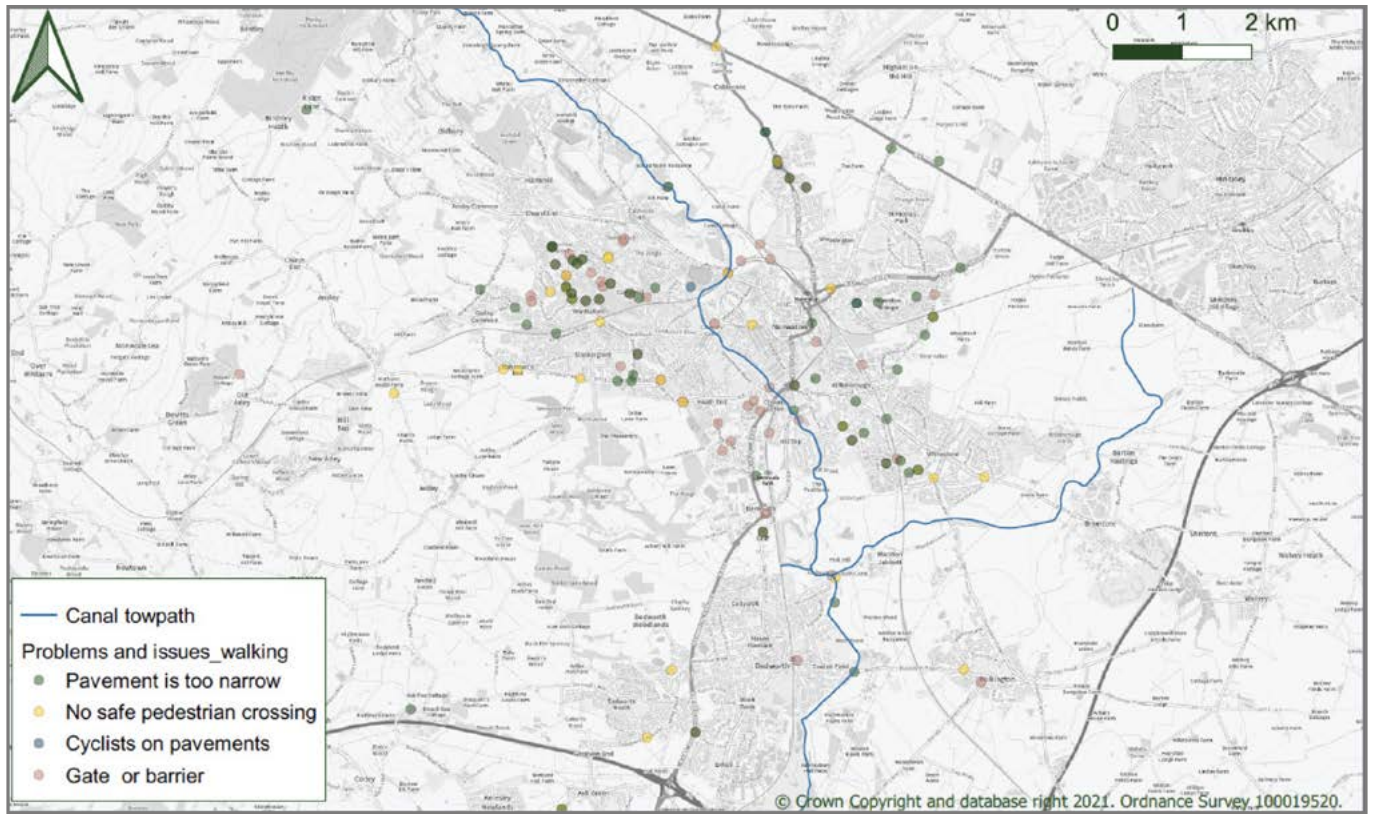


Figure NB6: Warwickshire LCWIP Survey: cycling issues in Nuneaton and Bedworth

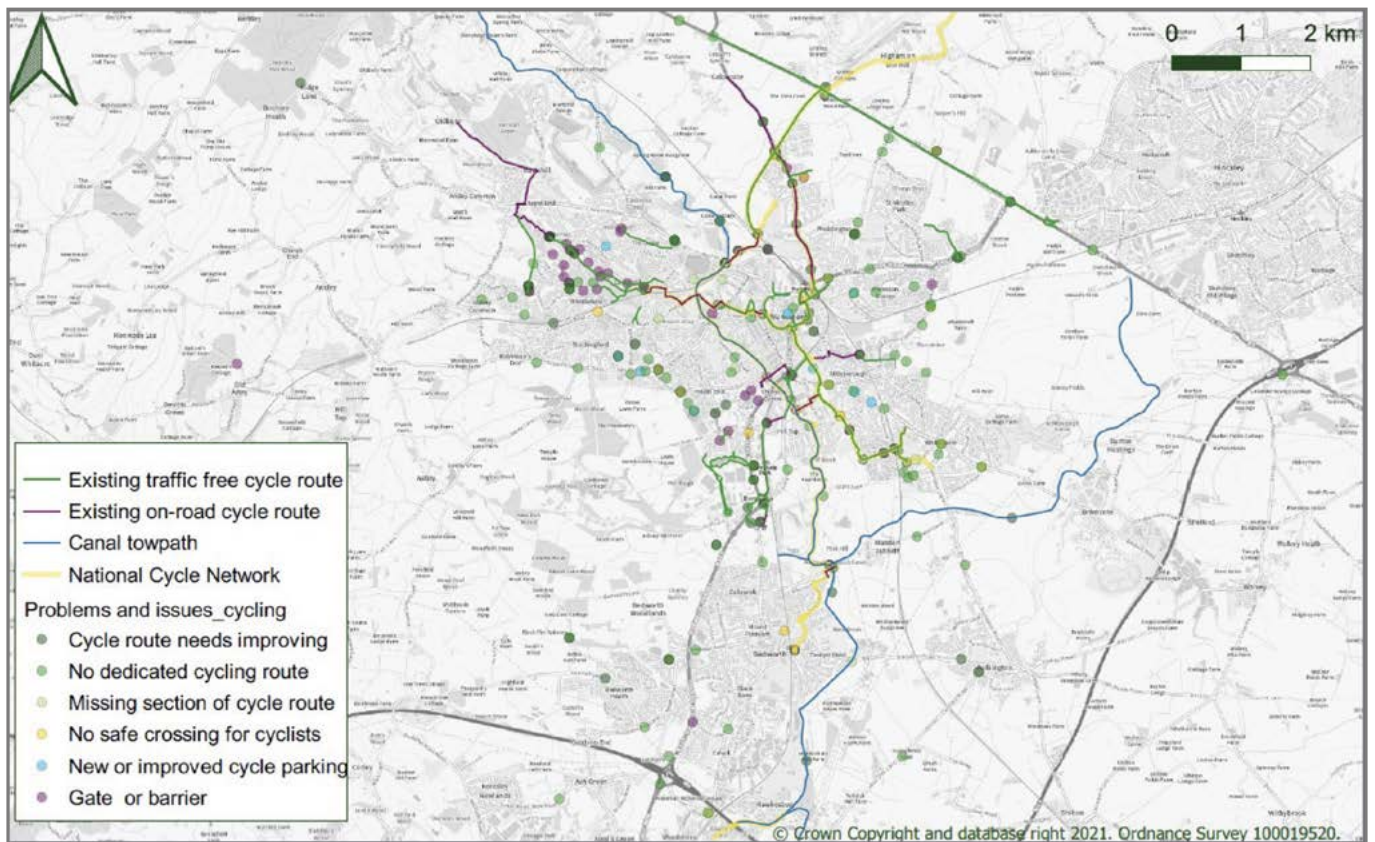
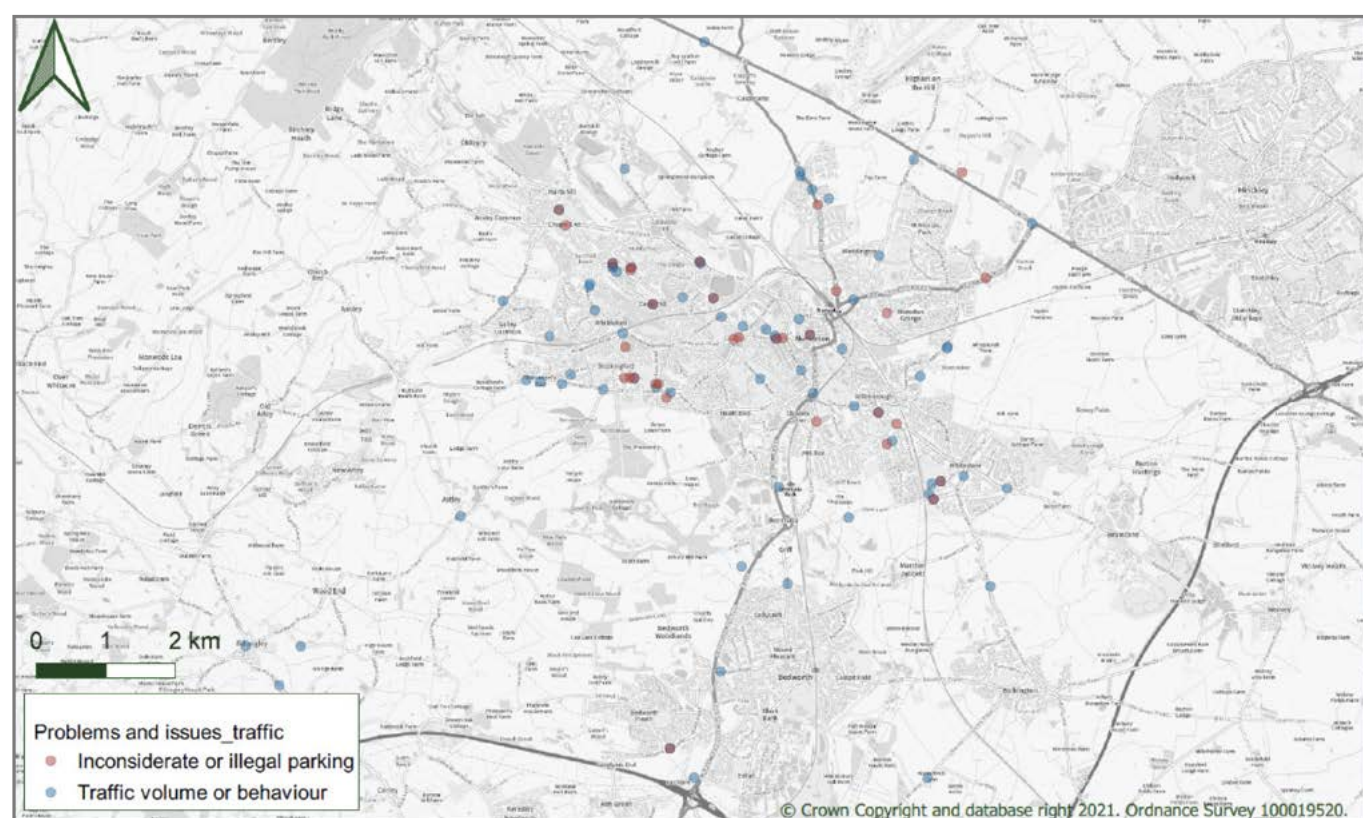


Figure NB7: Warwickshire LCWIP Survey: traffic issues in Nuneaton and Bedworth



## LCWIP consultation, 2022

Warwickshire residents and stakeholders were invited to submit comments and complete survey questions on the draft LCWIP for 8 weeks between June and August 2022. People could feedback in a variety of ways including an [online survey on Ask Warwickshire](#), drop-in sessions (Leamington Spa, Stratford-upon-Avon, Rugby, Nuneaton, Coleshill and Atherstone), online webinar and at specific meetings with organisations and individuals.

The consultation was promoted extensively by Warwickshire County Council using a variety of communication channels including emails, bulletins, newsletters, posters, fliers, media releases and social media posts (by the County Council and its partners). The consultation successfully engaged with a wide range of people, reflecting the views of residents and organisations from across the county and beyond. A total of 1,031 people responded to the online survey.

Detailed analysis of the consultation feedback was undertaken. Response levels were much lower in Nuneaton and Bedworth. 8.6% of LCWIP consultation respondents were residents of Nuneaton and Bedworth Borough, which compares with 21.9% of Warwickshire residents who live in this area.

583 respondents reviewed the plans for walking infrastructure with 53 submitting comments for Nuneaton and Bedworth. 52% of these agreed or strongly agreed with the walking plans proposed for North Warwickshire Borough whilst 22% disagreed or strongly disagreed.

32 respondents provided more detailed comments, with the most common themes and requests being:

- improve or better maintain existing routes
- support for specific routes
- link routes together

681 respondents reviewed the plans for cycling infrastructure with 58 submitting comments for Nuneaton and Bedworth. 61.4% agreed or strongly agreed with the cycling plans proposed for North Warwickshire Borough whilst 15.8% disagreed or strongly disagreed.

35 respondents provided more detailed comments, with the most common themes and requests being:

- add to or extend the proposed routes
- ensure safety of routes/ address safety concerns
- provide separate lanes/ paths
- criticism of lack of ambition in plans
- improve or better maintain existing routes

These survey comments were reviewed in detail and the walking and cycling network plans have been significantly changed to add new routes, extend the proposed routes and provide more connections and links.

People attending the LCWIP drop-in event in Nuneaton commented on whether on-road schemes would have sufficient enforcement, suggested a more linked up network, requested more information on timescales, highlighted opportunities to connect Bedworth and Bulkington and raised concerns about antisocial behaviour in parks and alleyways. A number of additional routes and links were suggested.

Discussions also took place with Warwickshire Vision (Nuneaton and Bedworth local group), National Highways, Sustrans, Canal and River Trust and Warwickshire Youth Council. Further emails/ detailed submissions relating to Nuneaton and Bedworth area were received from two local residents and Stantec. Other feedback was received from Clean Air Warwickshire, Guide Dogs, Transport for West Midlands and the British Horse Society.

### Other local feedback

The Nuneaton and Bedworth Cycle Forum provides feedback and suggestions for cycling schemes.

Nuneaton is a focus area for public health with social prescribers employed across two primary care networks. Feedback on existing provision identified:

- Reduced number of walking for health sessions post covid
- No outdoor provision for the 'Fitter Futures' programme
- No cycling groups available for those who are seeking shorter /easier cycling or family group activity
- No provision in Nuneaton at present to hire a cycle at low cost to encourage cycling for exercise or travel



### 3. Nuneaton and Bedworth Walking Infrastructure Plan

#### Potential for walking – walking zones

Figures NB8 and NB9 show the 'walking zones' for Nuneaton, Bedworth and Bulkington; the area within 2km walking distance of the town centres. (2km equates to just over 1 mile and about 25 minutes at a moderate walking speed). The map also shows 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.

As with the other districts and boroughs, substantial residential and employment growth is planned in Nuneaton and Bedworth. The larger residential sites are located in Nuneaton but are located more than 2km from the town centre; to the south west (potentially 1,500 homes) and north (potentially 3,000 homes).

Figure NB8 shows the extent of the existing built-up area in Nuneaton. Several large residential areas to the west, such as Camp Hill, Whittleford and Stockingford, are beyond comfortable walking distance of the town centre. Some of these areas have local centres with a range of retail and community facilities, where there may be scope to look at additional neighbourhood walking zones.

Figure NB8: potential for walking: 2km walking zone around Nuneaton

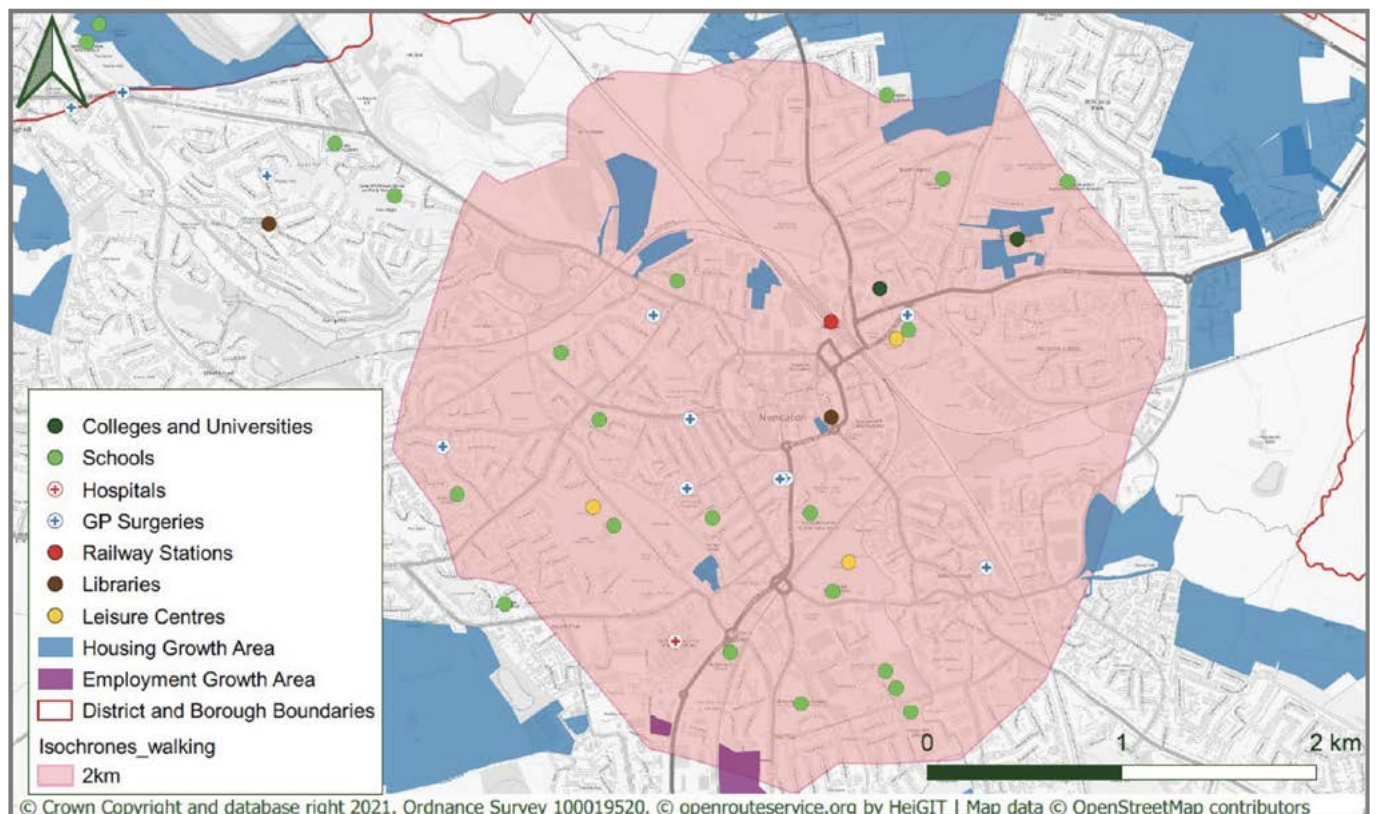
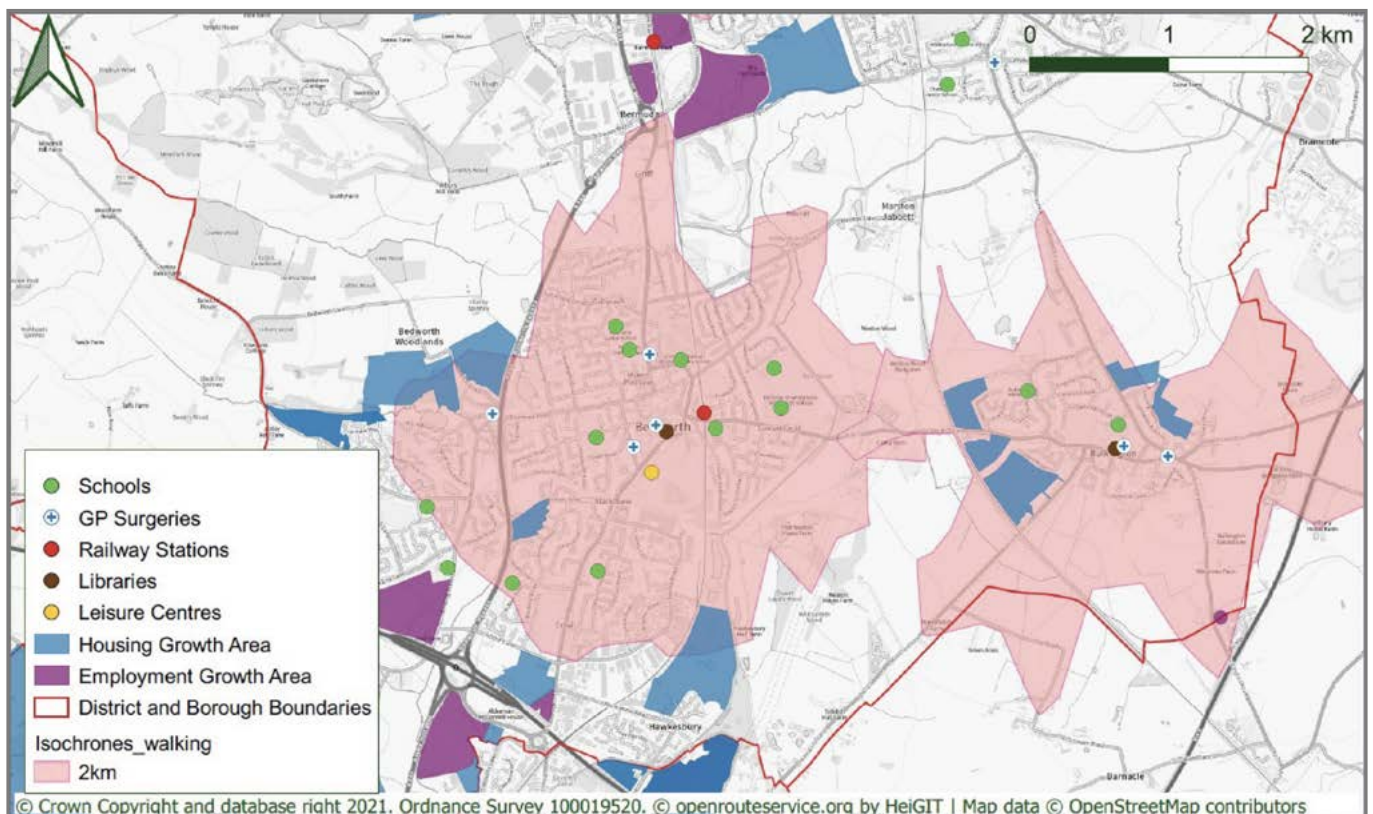


Figure NB9 shows that Bedworth and Bulkington are more compact settlements, with most places accessible on foot from the central areas. Goodyers End to the west and Hawkesbury Village to the south are beyond the 2km zone.

Figure NB9: potential for walking: 2km walking zones around Bedworth and Bulkington



## Potential for walking – towpaths

The Warwickshire Towpaths Transport Strategy was produced by consultants TTC in 2023 to inform the delivery of the [Warwickshire Waterways Strategy](#). The Transport Strategy reviewed the current condition of towpaths across the county and assessed specific areas (within a catchment area of 800m from key settlements) with propensity to attract and support an increase in users.

In Nuneaton and Bedworth, the section of Coventry Canal between Griff Hollows and Turnover Bridge was scored as high priority. The Towpaths Strategy identified potential for greater integration into the local active travel network – connecting suburbs, new developments and Bermuda Park Railway Station.

## Potential for walking – town centre transformation

The [Transforming Nuneaton](#) programme identifies development sites and opportunities within the town centre that contribute to an improved walking environment and support new jobs and business growth. Projects at Grayson Place, Vicarage Street, Railway Station and Ring Road have identified potential for better connections and attractive spaces for people. The [Transforming Bedworth](#) project focuses on the Civic Hall as well as Miners' Welfare Park.

## Proposals for walking infrastructure

The information gathered on collisions, barriers and walking trip generators in Nuneaton and Bedworth Borough, together with detailed feedback from local people in 2021 and 2022, has been used to identify walking infrastructure improvements.

The main focus for walking infrastructure is around Nuneaton and Bedworth town centres, where there is greatest demand for walking as well as a higher number of collisions involving pedestrians, and therefore the most potential to increase walking and improve safety.

However, this does not preclude walking improvements from being progressed in other locations, particularly in association with neighbourhood hubs, schools and new developments, wider safety measures, highway works or leisure and tourism projects. Some combined walking and cycling improvements (such as traffic-free paths and new bridges) are also listed in the cycling infrastructure plans).

Figure NB10 and Table NB5 provide a high level overview of proposals for walking infrastructure in the Borough of Nuneaton and Bedworth comprising:

- Active Travel Zones (Z) – walking-focussed interventions in areas of highest pedestrian and cycle activity such as town centres. They are likely to be a combination of the prestige walking zone and primary walking route categories identified in the Council’s footway hierarchy (Table NB2). Typical measures in these areas will include footway widening, pedestrian crossing facilities, public space improvements, seating and planting, waymarking and cycle parking, supported by slower speed limits and car parking management.
- Walking (and cycling) routes in urban areas (Nuneaton and Bedworth) to enable walking for everyday trips. These are similar to the secondary walking routes in the Council’s footway hierarchy (Table NB2). 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.

Accessibility improvements will be an integral part of new walking infrastructure, including step-free paths, removal of barriers, wider pavements, tactile surfaces, markings and safer crossings.

For potential schemes identified in Figure NB10 and Table NB5, some will be delivered by third parties such as developers or the Borough Council. Where potential schemes are promoted by Warwickshire County Council, next steps will include analysing existing data, carrying out walking audits and commissioning surveys, feasibility studies and/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’. Active Travel Zones will be integrated with the wider town centre and regeneration projects (Transforming Nuneaton and Transforming Bedworth).

Figure NB10 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, improvements to public squares and parks, and the establishment of school streets and quiet lanes.

Figure NB10: Proposals for walking infrastructure in the Borough of Nuneaton and Bedworth

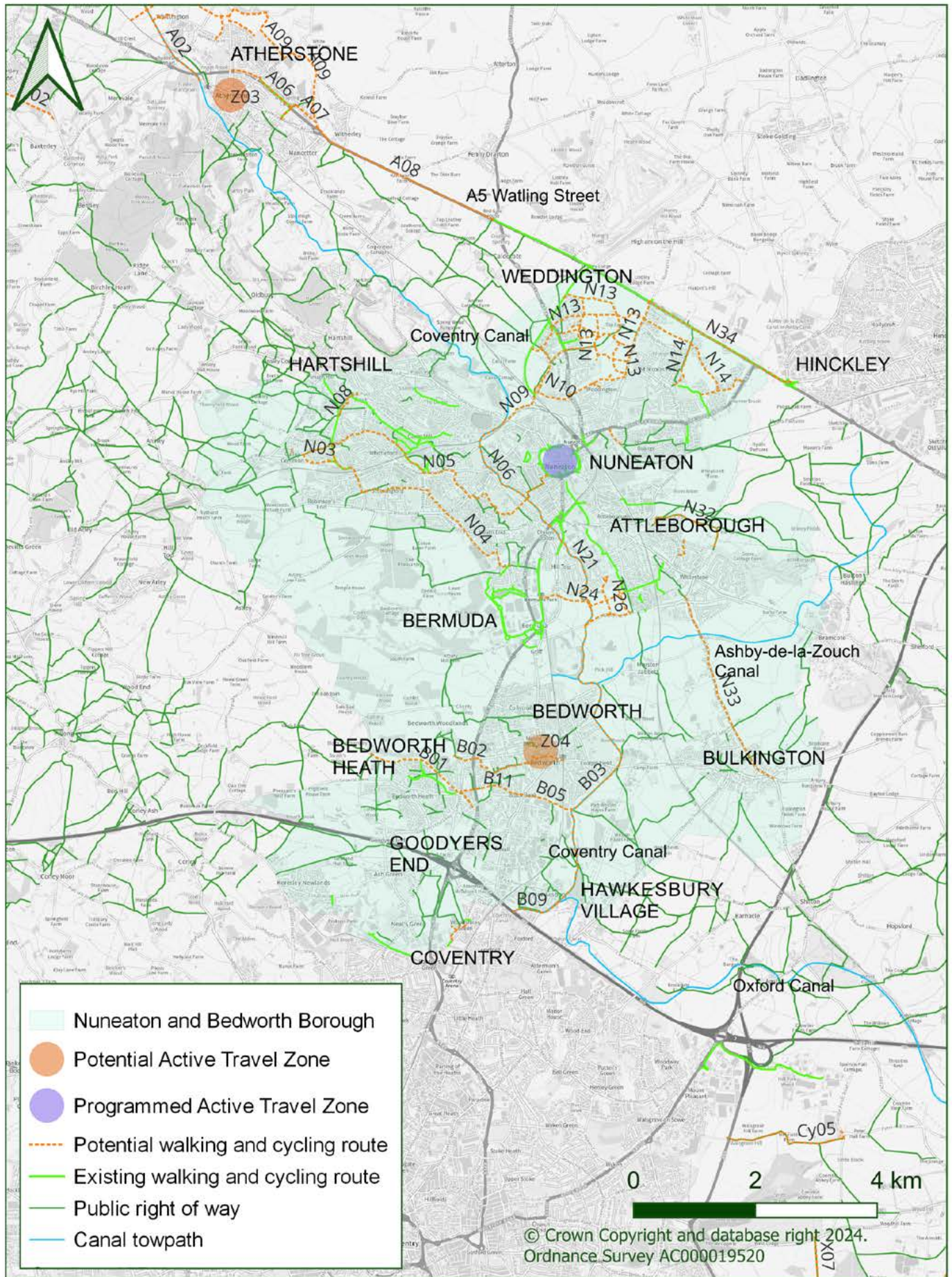


Table NB5: proposals for walking infrastructure in Nuneaton and Bedworth

Ref	Scheme	Type
	<b>Nuneaton - programmed schemes</b>	
	Transforming Nuneaton	Active Travel Zone
	<b>Nuneaton - potential schemes</b>	
N01	Galley Common (Buchan Close - Sheridan Drive)	Path/ cycle track through open space
N02	Galley Common - Chaucer Drive paths	Path/ cycle track through open space
N03	Galley Common - Whytell Meadows	Path/ cycle track through open space
N04	West Nuneaton - Bermuda via Ensors Pool, Lingmoor Park, Stockingford and the Black Track	Path/ cycle track through open space and on-carriageway route
N05	West Nuneaton to town centre	Path/ cycle track through open space
N06	Coventry Canal (Tuttle Hill - A444)	Towpath
N09	North Nuneaton links (Stoney Road - Sandon Park)	Path/ cycle track through open space
N10	Sandon Park Link	Path/ cycle track through open space
N12	North Nuneaton links (Coronation Walk along Change Brook)	Path/ cycle track through open space
N13	North Nuneaton, Top Farm development	Footway/ cycle track adjacent to road and path/ cycle track through open space
N14	North Nuneaton, St Nicolas Park/ Callendar Farm developments	Footway/ cycle track adjacent to road and path/ cycle track through open space
N21	Coventry Canal (A444 - Gipsy Lane)	Towpath
N22	Turn Over Bridge	Foot/ cycle bridge
N23	Path (Bermuda Park Station - Coventry Road)	Path/ cycle track through open space
N24	Griff Brook paths (B4113 Coventry Road - Marston Lane)	Path/ cycle track through open space
N26	Gipsy Lane development, site connections	Path/ cycle track through open space
N32	Bridleway/ Footpath (Raven Way - Golf Drive)	Path/ cycle track through open space and on-carriageway route
N33	B4112 Nuneaton - Bulkington	Footway/ cycle track adjacent to road and on-carriageway route
N34	A5 Watling Street (Higham Lane - Dodwells Road)	Footway/ cycle track adjacent to road



	Bedworth – potential schemes	
Z04	Bedworth town centre	Active Travel Zone
B01	Bedworth Heath link	Footway/ cycle track adjacent to road, path/ cycle track through open space and crossing
B02	Bedworth Woodlands - town centre	Footway/ cycle track adjacent to road, path/ cycle track through open space and on-carriageway cycle route
B03	Coventry Canal (Gipsy Lane - Hawkesbury Junction)	Towpath
B05	Miners Welfare Park	Path/ cycle track through open space
B09	Coventry Canal (Hawkesbury Junction - Coventry)	Path/ cycle track through open space
B10	Sowe Meadows (Wilsons Lane - Woodshires Green)	Path/ cycle track through open space
B11	Disused railway (Heath Road - Coventry Road)	Path/ cycle track through open space
B12	Bedworth cross-town centre links (East - West)	Footway/ cycle track adjacent to road, path/ cycle track through open space and crossing





# 4. Nuneaton and Bedworth Cycling Infrastructure Plan

## Potential for cycling - cycling zones

Figure NB11: potential for cycling: 5km and 10km cycling zone around Nuneaton

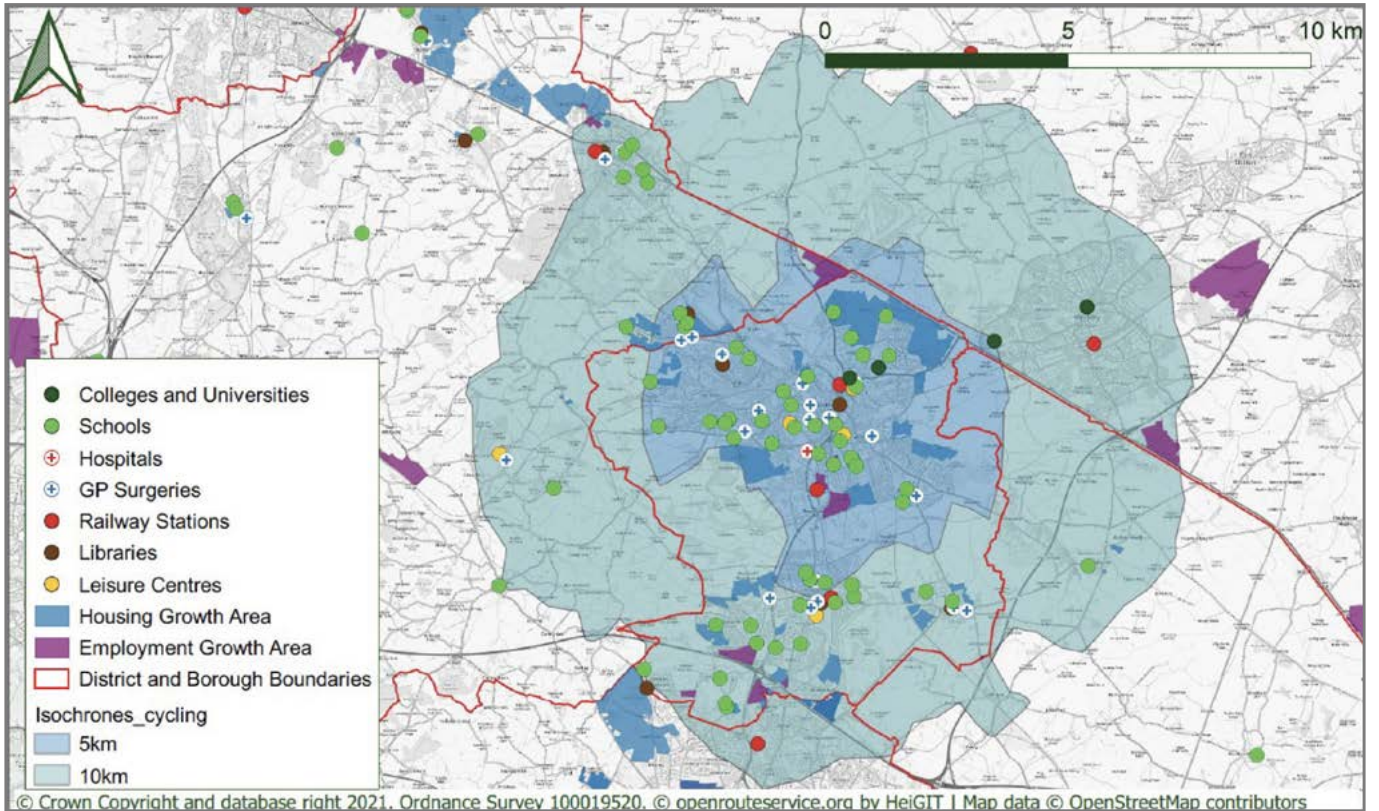
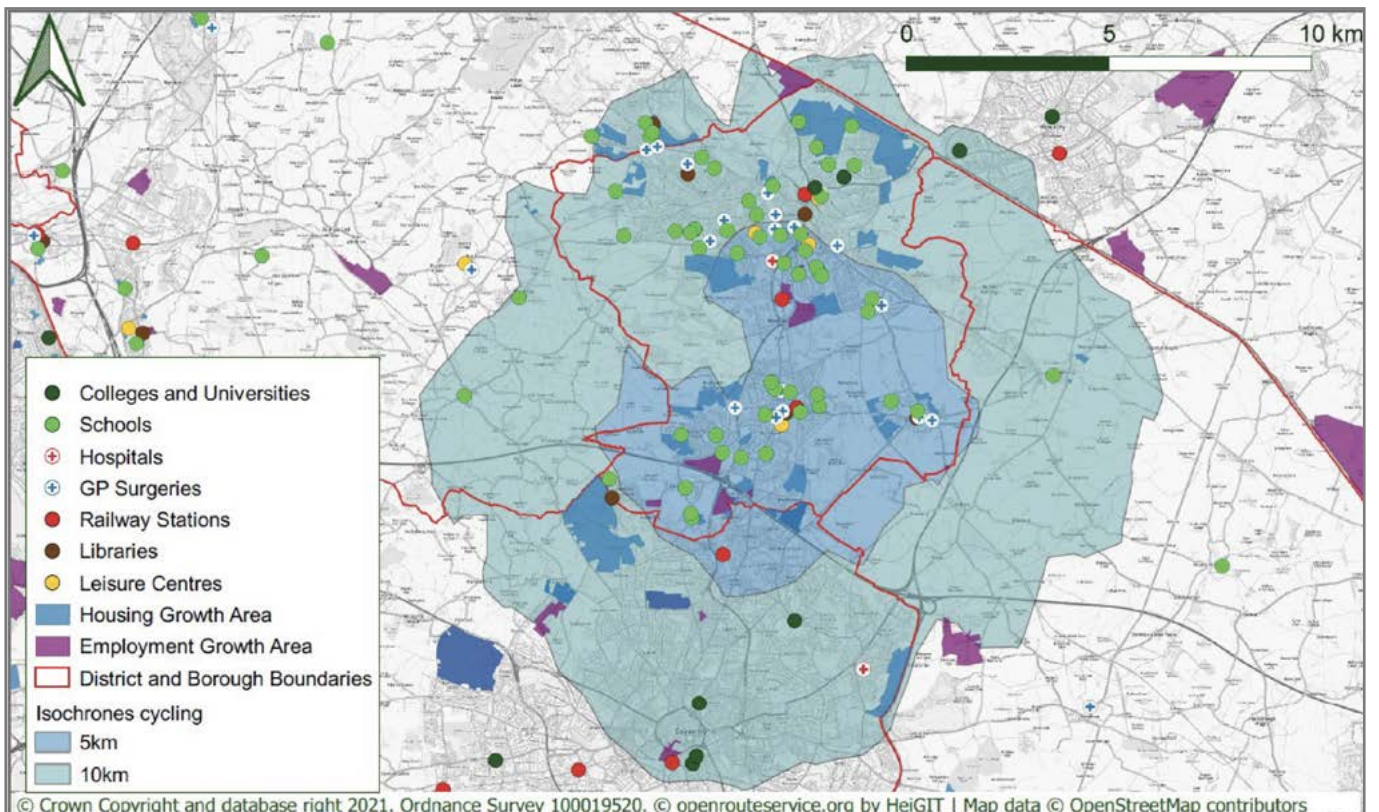


Figure NB12: potential for cycling: 5km and 10km cycling zone around Bedworth



Figures NB11 and NB12 show areas within 5km and 10km cycling distance of the centres of Nuneaton and Bedworth. (5km equates to about 3 miles and about 20 minutes travel time at a leisurely cycling speed).

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. Given the size of both Nuneaton and Bedworth, and their proximity to other major urban areas (Hinckley and Coventry), the scope for cycling is considerable. In addition, the maps show that smaller settlements such as Atherstone and Bulkington, also fall within the 10km zones (under 40 minutes by cycle). There are some topographical challenges, particularly on the west side of Nuneaton, but the growing popularity of electric bikes is enabling many people to cope with steeper gradients and ride longer distances.

### Potential for cycling – towpaths

The 2023 Warwickshire Towpaths Transport Strategy (part of the [Warwickshire Waterways Strategy](#)) reviewed the current condition of towpaths across the county and assessed specific areas (within a catchment area of 800m from key settlements) with propensity to attract and support an increase in users.

In Nuneaton and Bedworth, the Coventry Canal was assessed for cycling for the section between the Boot Bridge in the north and the B4029 (Bulkington Road) in the south. It was scored as medium priority and cycle hire was identified as a possible option, as this section forms part of National Cycle Network Route 52.

### 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).

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 NB13 and NB14) were then produced which illustrate the corridors where large numbers of short motorised trips are currently being made, and help 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 NB13: potential for cycling: short trips, Nuneaton

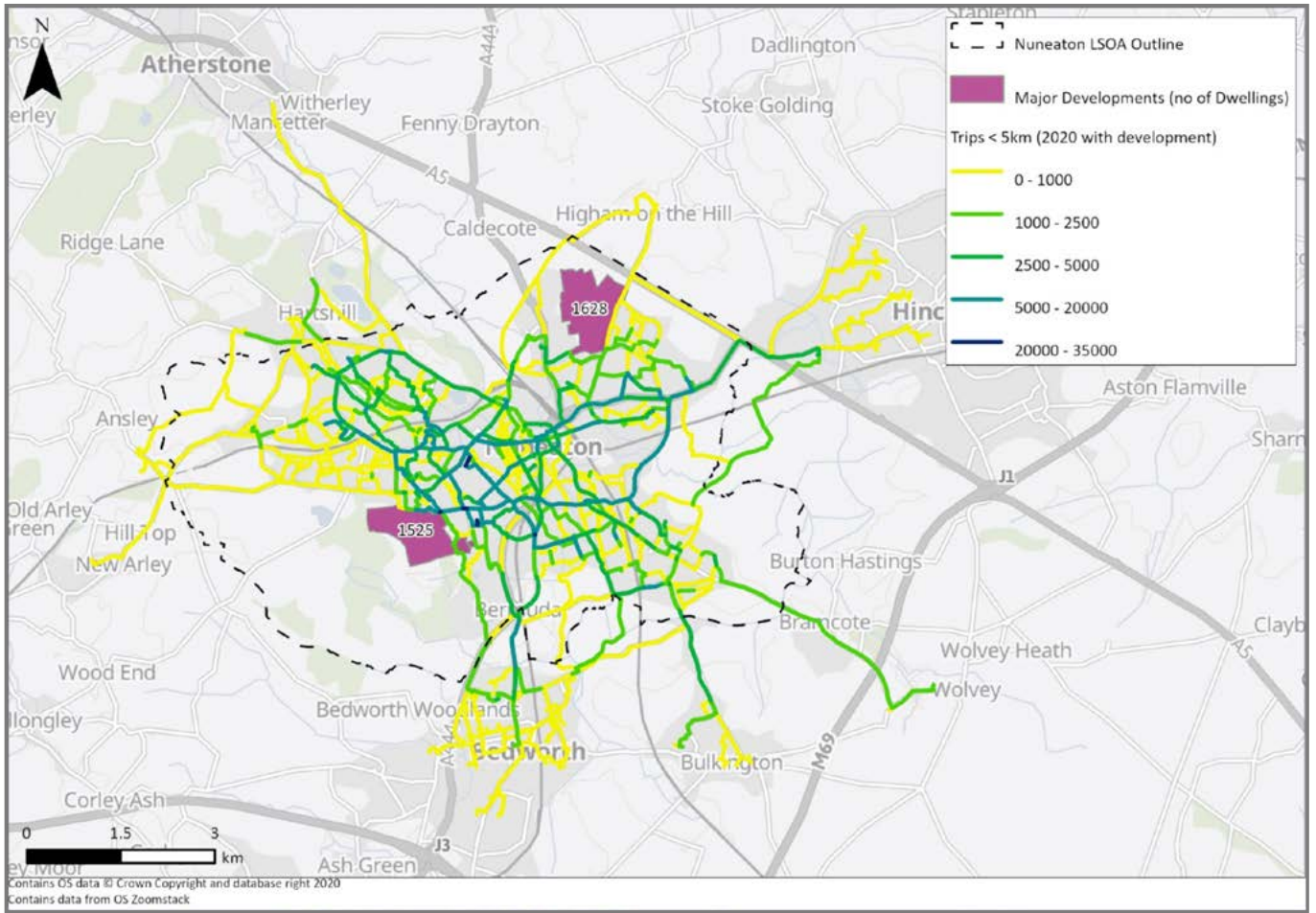
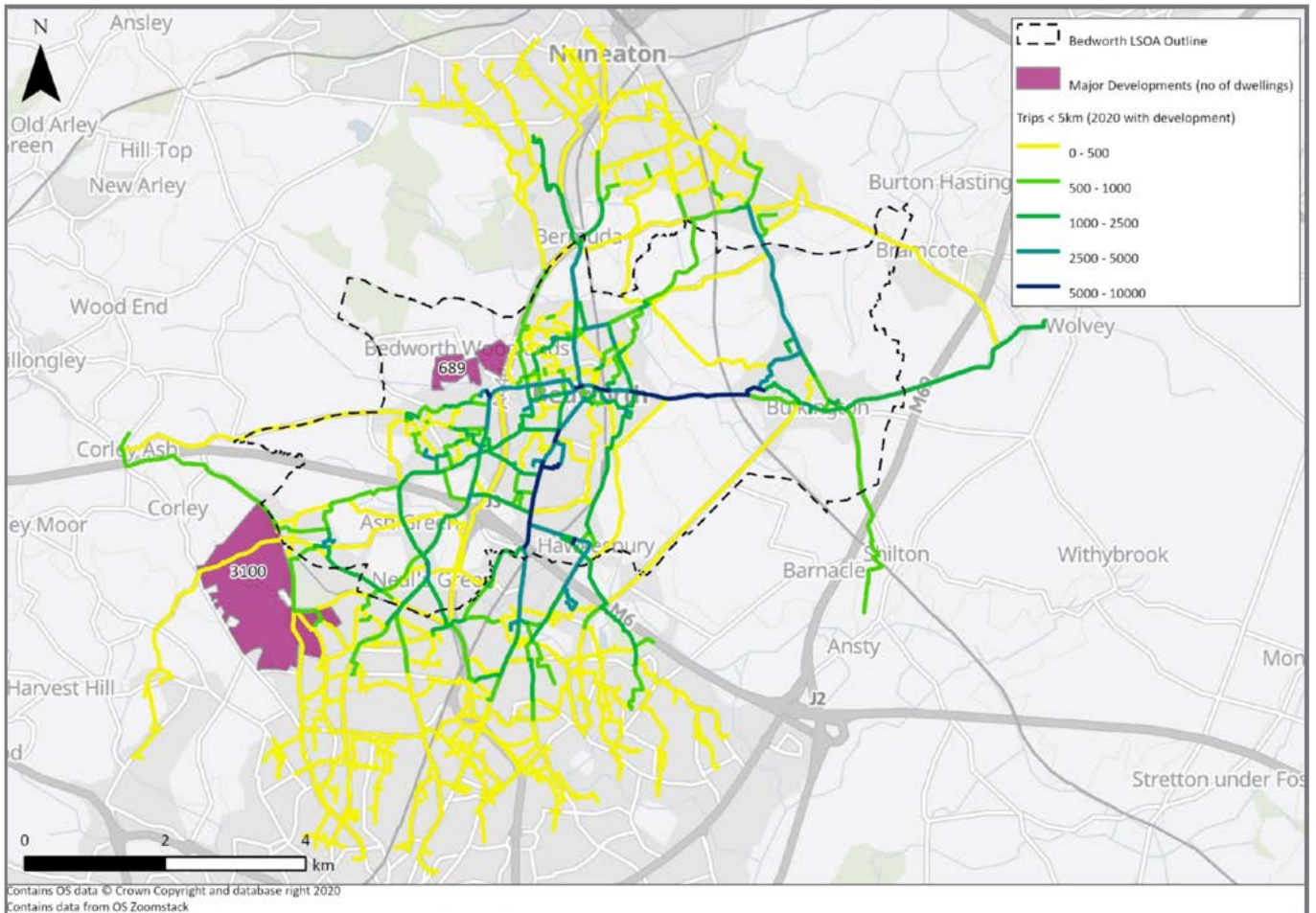


Figure NB14: potential for cycling: short trips, Bedworth



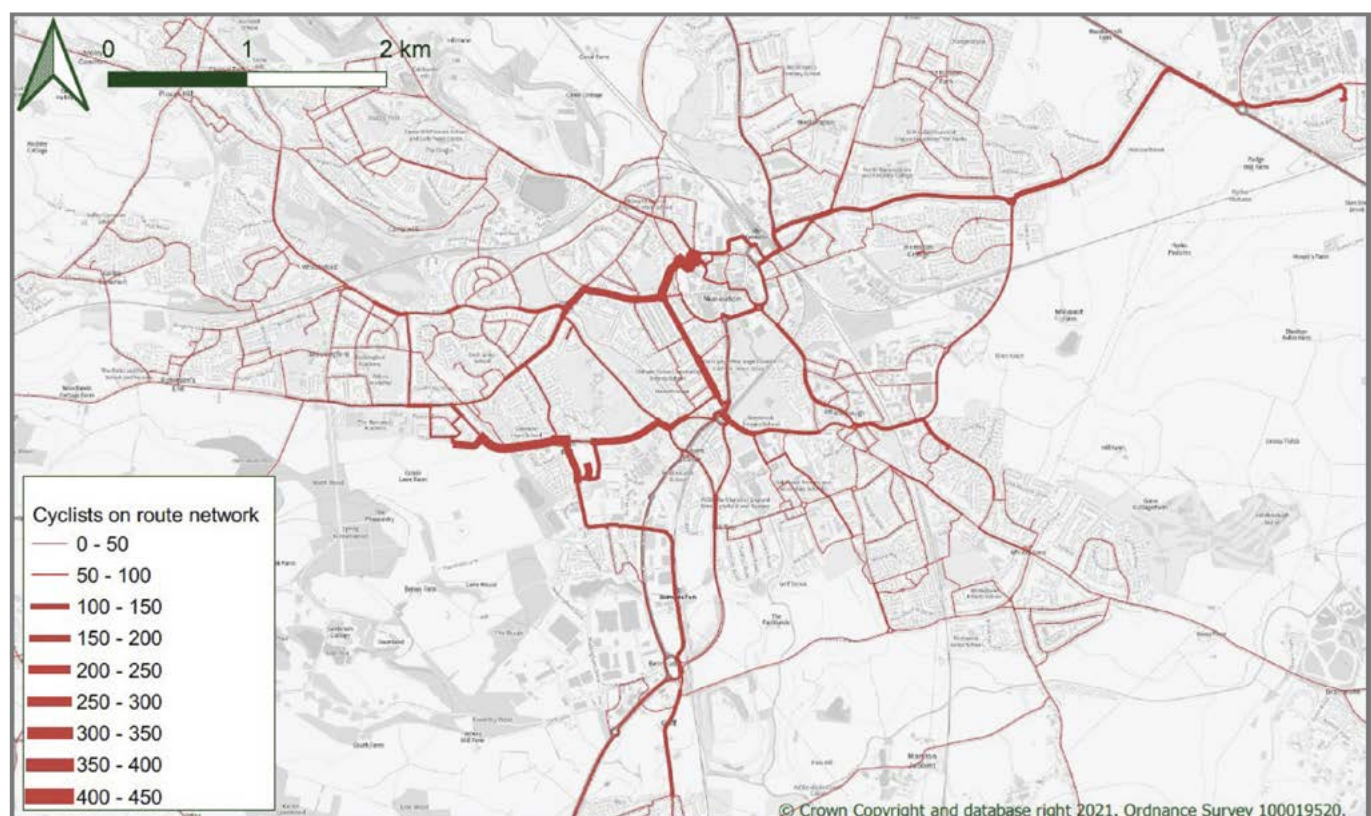
The interaction with Bedworth and Bulkington is clearly shown on the Bedworth map. The importance of a route to Hinckley is also notable, as well as the considerably dense web of routes within the settlement where many short trips are taking place. The large developments in the west and north of the town intensify short trip making in these areas.

The Bedworth analysis highlighted the dominant north-south corridor between Nuneaton and Coventry, but it also revealed several short trips being undertaken to and from Bulkington, as well as many corridors within the town where there is a high prevalence of short trips being undertaken by motorised vehicle.

### Potential for cycling - travel demand (propensity to cycle)

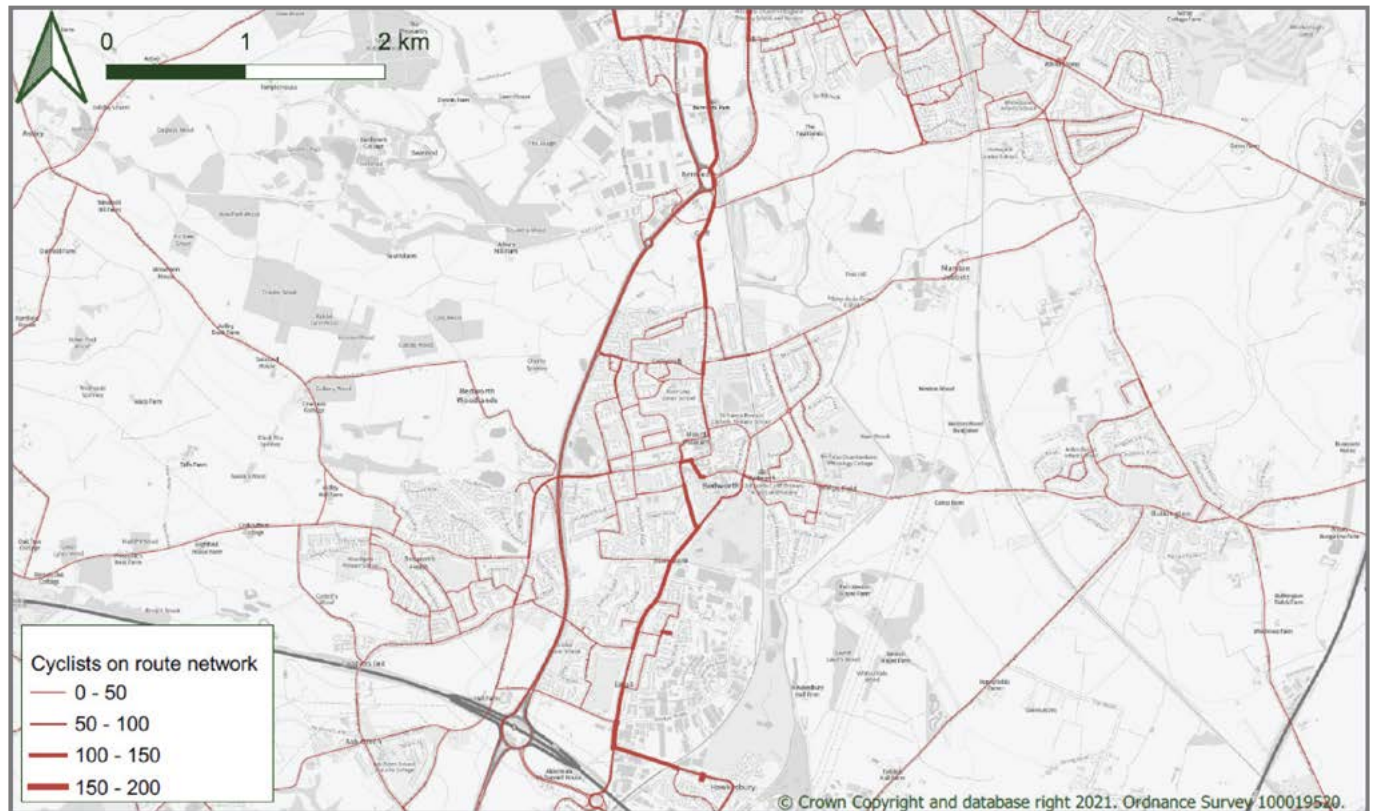
The Propensity to Cycle Tool (PCT) is a strategic planning tool developed by the Department for Transport. It is used to identify areas where cycling is currently common (based on 2011 Census travel to work data) and to consider where cycling has the greatest potential to grow, based on different scenarios, 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.

Figure NB15 propensity to cycle (LSOA Government Target Equality): Nuneaton



Due to lower population numbers and residential density in parts of Warwickshire, and the use of data from 2011 census (thereby excluding more recent developments), 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 NB15 and NB16 are based on the Government Target (Equality) scenario to predict future cyclists on the local route networks in Nuneaton and Bedworth.

Figure NB16: propensity to cycle (LSOA Government Target Equality): Bedworth



The PCT shows similar focus areas to the travel demand analysis, with the maps indicating greatest demand for cycling along the following routes:

- A47 Long Shoot between Nuneaton town centre and Hinckley
- Routes west of Nuneaton town centre including B4102 Queens Road, Edward Street and B4112 Heath End Road
- Routes between Nuneaton, Bermuda Park Railway Station and Bedworth, particularly St Georges Way and the B4113 Coventry Road
- Coventry Road and Blackhorse Road between Bedworth, Hawkesbury and Coventry

## Proposals for cycling infrastructure

Previous sections have summarised the information gathered on collisions, barriers and cycling trip generators in Nuneaton and Bedworth Borough, 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 potential schemes and to identify possible measures to provide coherent, direct, safe, comfortable and attractive cycle routes.

Figures NB17 - NB20 identify indicative cycling networks in Nuneaton and Bedworth, including upgrades of existing facilities as well as new infrastructure. These plans are indicative of how local cycling networks could develop in the next 10 years. However, 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 NB6 and NB7 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 and quiet lanes. 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 NB6 and NB7 also show status of schemes, in terms of whether they already have dedicated funding and are programmed for delivery, or remain as potential opportunities (including upgrades of existing facilities as well as new infrastructure).

A '**programmed**' scheme is an infrastructure scheme with allocated funding, where design work is well progressed. However, it may require additional funding and further design work and could be paused to allow for better co-ordination with other local projects or additional community input.

A '**potential**' scheme is an infrastructure scheme where an opportunity has been identified through the LCWIP information gathering and consultation process.

For potential schemes being promoted by Warwickshire County Council (i.e. not considered as the responsibility of a third party), next steps will include 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 third party responsibility, planning applications and partners' scheme designs will continue to be monitored.

Section 3 of this LCWIP provides more detail on the prioritisation of schemes and possible timescales for delivery.

Figure NB17: Indicative Cycle Network for the Borough of Nuneaton and Bedworth

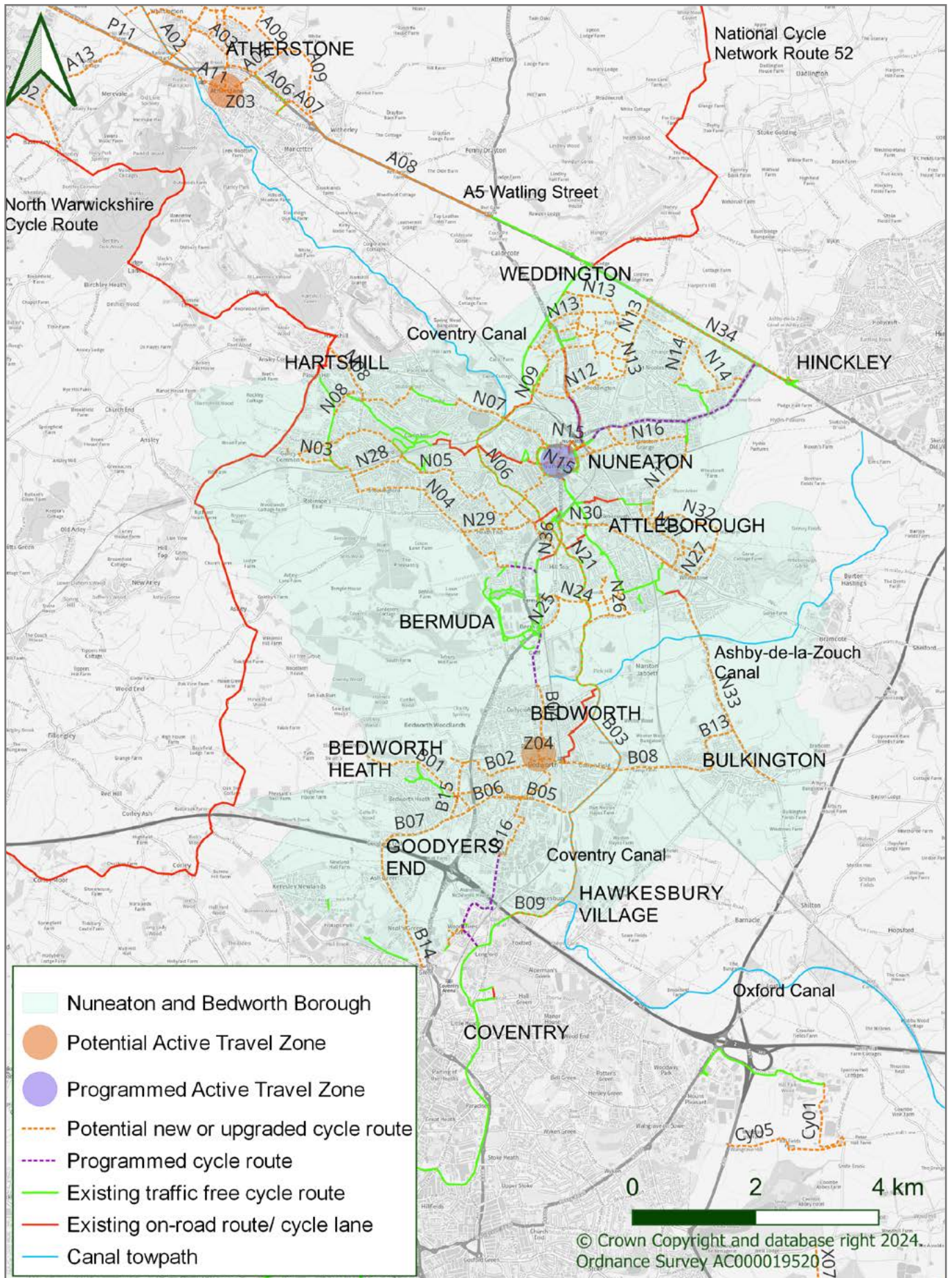




Figure NB18: Indicative Cycle Network for Nuneaton (West and Central areas)

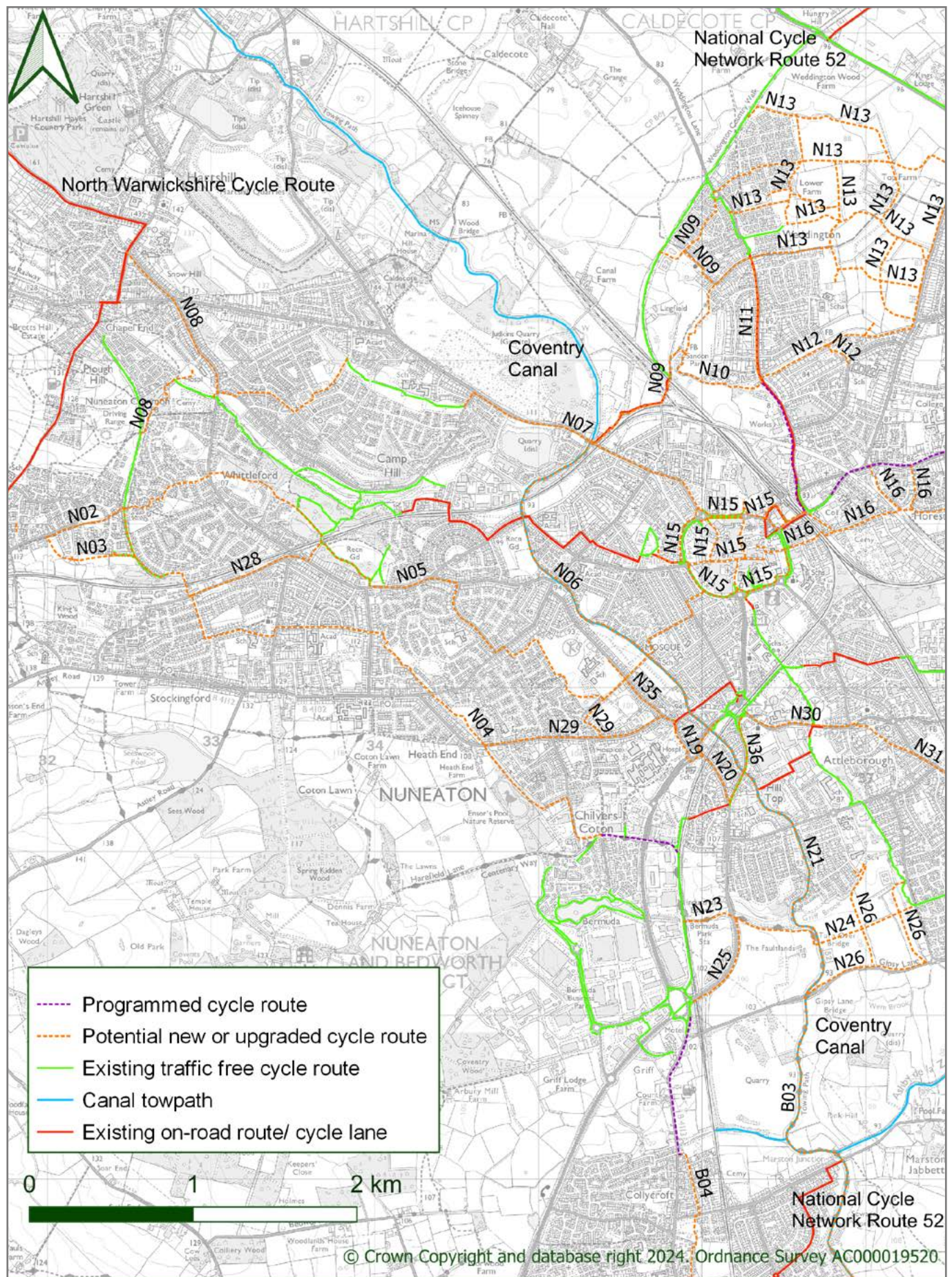


Figure NB19: Indicative Cycle Network for Nuneaton (East and Central areas)

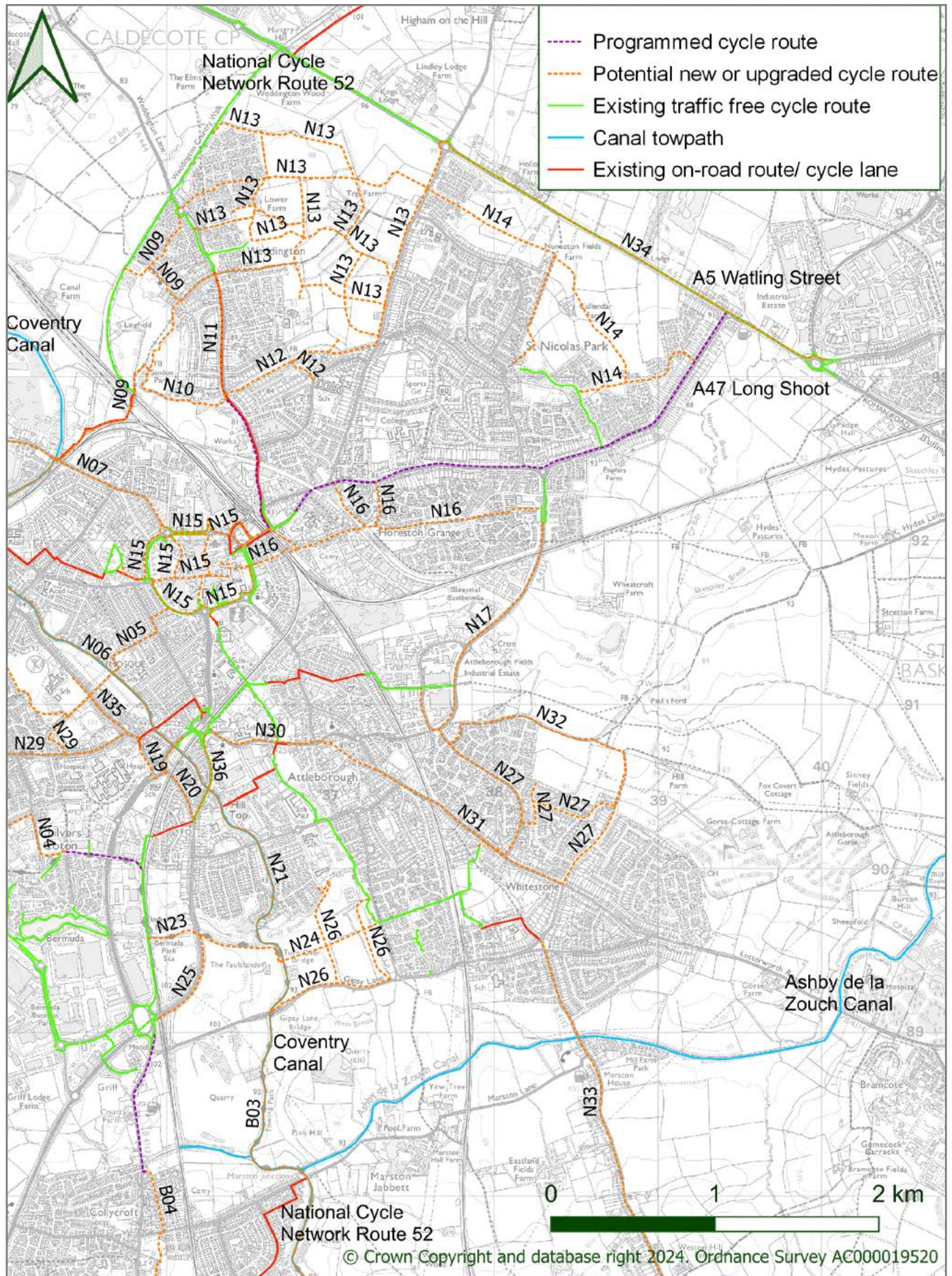
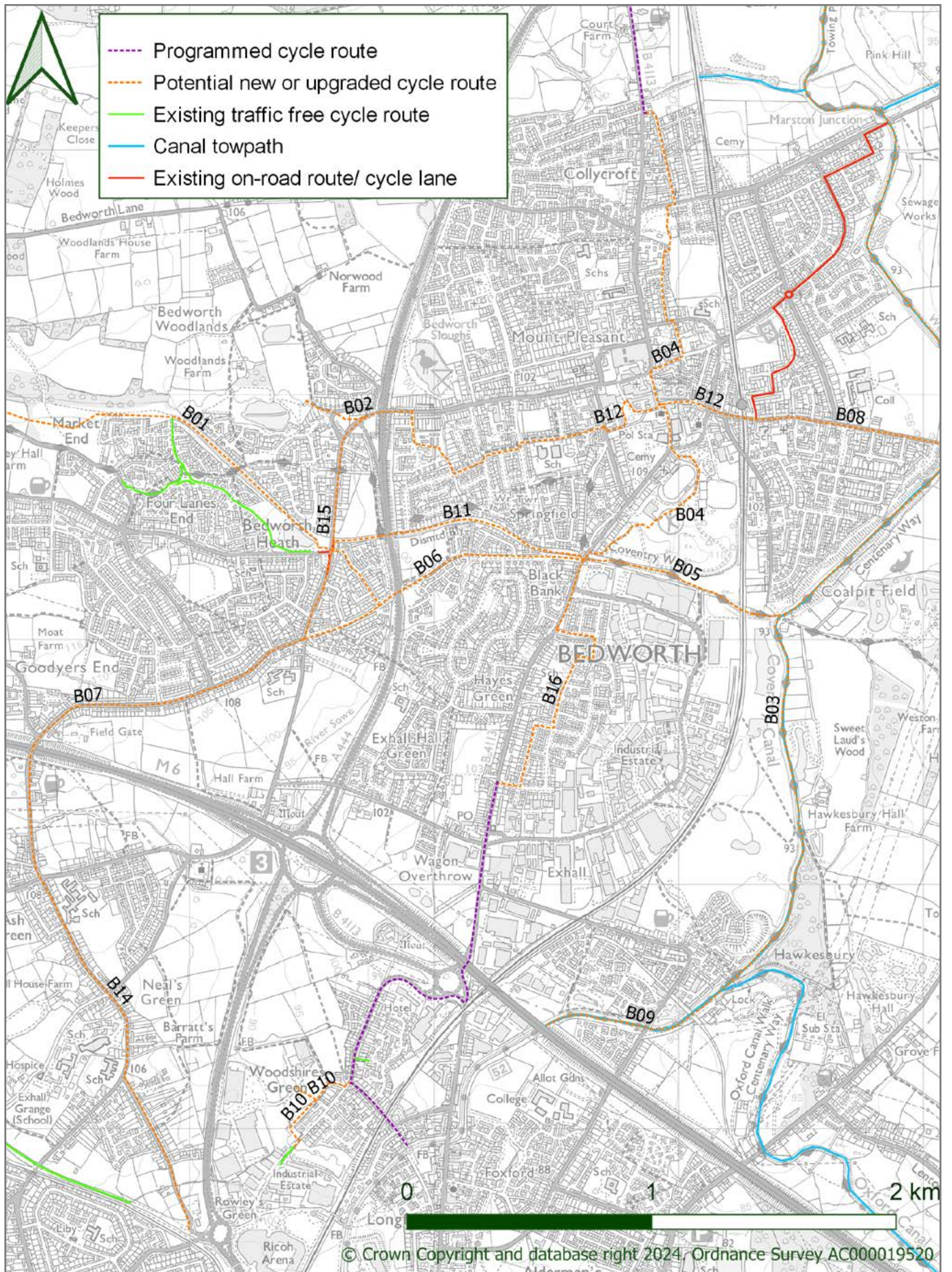


Table NB6: Proposed cycle schemes in Nuneaton

Ref	Nuneaton	Type
	<b>Programmed schemes</b>	
	Nuneaton town centre	Active Travel Zone
	A444 Weddington Road south (Town centre - Change Brook)	Footway/cycle track adjacent to road
	A47 Hinckley Rd (Nuneaton – Hinckley: western phase)	Footway/cycle track adjacent to road
	A47 The Long Shoot (Nuneaton – Hinckley: eastern phase)	Footway/cycle track adjacent to road
	West Nuneaton - Bermuda via Bermuda Road	Footway/ cycle track adjacent to road
	<b>Potential schemes</b>	
N01	Galley Common (Buchan Close - Sheridan Drive)	Path/ cycle track through open space
N02	Galley Common - Chaucer Drive paths	Path/ cycle track through open space
N03	Galley Common - Whytell Meadows	Path/ cycle track through open space
N04	West Nuneaton - Bermuda via Ensors Pool, Lingmoor Park, Stockingford and the Black Track	Path/ cycle track through open space and on-carriageway route
N05	West Nuneaton to town centre	Path/ cycle track through open space
N06	Coventry Canal (Tuttle Hill - A444)	Towpath
N07	B4114 Tuttle Hill and Midland Road	Footway/ cycle track adjacent to road, on-carriageway route and crossing
N08	Camp Hill connections	Path/ cycle track through open space and on-carriageway route
N09	North Nuneaton links (Stoney Road - Sandon Park)	Path/ cycle track through open space
N10	Sandon Park Link	Path/ cycle track through open space
N11	A444 Weddington Road north (Change Brook - Church Lane)	Footway/ cycle track adjacent to road
N12	North Nuneaton links (Coronation Walk along Change Brook)	Path/ cycle track through open space
N13	North Nuneaton, Top Farm development	Footway/ cycle track adjacent to road and path/ cycle track through open space
N14	North Nuneaton, St Nicolas Park/ Callendar Farm developments	Footway/ cycle track adjacent to road and path/ cycle track through open space
N15	Nuneaton town centre links	Footway/ cycle track adjacent to road
N16	Horeston Grange links	Path/ cycle track through open space

Ref	Nuneaton	Type
	<b>Potential schemes</b>	
N17	A4254 Eastboro Way, Nuneaton	Footway/ cycle track adjacent to road
N18	A444 Hospital access, Chilvers Rise	Footway/ cycle track adjacent to road
N19	College Street north	Footway/ cycle track adjacent to road, on-carriageway route and bridge
N20	College Street south	On-carriageway cycle route
N21	Coventry Canal (A444 - Gipsy Lane)	Towpath
N22	Turn Over Bridge	Foot/ cycle bridge
N23	Path (Bermuda Park Station - Coventry Road)	Path/ cycle track through open space
N24	Griff Brook paths (B4113 Coventry Road - Marston Lane)	Path/ cycle track through open space
N25	B4113 Coventry Road	Footway/ cycle track adjacent to road
N26	Gipsy Lane development, site connections	Path/ cycle track through open space
N27	Whitestone links	Footway/ cycle track adjacent to road and path/ cycle track through open space
N28	Kingswood Road	Path/ cycle track through open space, on-carriageway route and crossing
N29	B4112 Heath End Road	Footway/ cycle track adjacent to road and crossing
N30	A4254 Avenue Road	Footway/ cycle track adjacent to road and crossing
N31	B4114 Lutterworth Road	Footway/ cycle track adjacent to road and on-carriageway route
N32	Bridleway/ Footpath (Raven Way - Golf Drive)	Path/ cycle track through open space and on-carriageway route
N33	B4112 Nuneaton - Bulkington	Footway/ cycle track adjacent to road and on-carriageway route
N34	A5 Watling Street (Higham Lane - Dodwells Road)	Footway/ cycle track adjacent to road
N35	Greenmoor Road	Footway/ cycle track adjacent to road
N36	B4113 Coventry Road (Coton Arches - Middlemarch Road)	Footway/ cycle track adjacent to road

Figure NB20: Indicative Cycle Network for Bedworth



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Table NB7: Proposed cycle schemes in Bedworth

Ref	Bedworth	Type
	<b>Programmed schemes</b>	
	B4113 Coventry Road (Bermuda - Bedworth)	Footway/ cycle track adjacent to road
	Wilsons Lane/ Woodshires Road (Exhall - Longford)	Footway/ cycle track adjacent to road
	<b>Potential schemes</b>	
B01	Bedworth Heath link	Footway/ cycle track adjacent to road, path/ cycle track through open space and crossing
B02	Bedworth Woodlands - town centre	Footway/ cycle track adjacent to road, path/ cycle track through open space and on-carriageway cycle route
B03	Coventry Canal (Gipsy Lane - Hawkesbury Junction)	Towpath
B04	Bedworth cross-town centre links (North - South)	Footway/ cycle track adjacent to road, path/ cycle track through open space and crossing
B05	Miners Welfare Park	Path/ cycle track through open space
B06	West Bedworth - town centre (Smarts Road to Black Bank)	Footway/ cycle track adjacent to road and path/ cycle track through open space
B07	West Bedworth - Bowling Green Lane junction (Ash Green Royal Oak Lane and Goodyers End Lane)	On-carriageway cycle route
B08	B4029 Bulkington - Bedworth	Footway/ cycle track adjacent to road
B09	Coventry Canal (Hawkesbury Junction - Coventry)	Path/ cycle track through open space
B10	Sowe Meadows (Wilsons Lane - Woodshires Green)	Path/ cycle track through open space
B11	Disused railway (Heath Road - Coventry Road)	Path/ cycle track through open space
B12	Bedworth cross-town centre links (East - West)	Footway/ cycle track adjacent to road, path/ cycle track through open space and crossing
B13	Weston Lane	Footway/ cycle track adjacent to road and on-carriageway route
B14	Ash Green Lane/ Burbages Lane	On-carriageway cycle route
B15	Heath Road	Footway/ cycle track adjacent to road and on-carriageway route
B16	B4113 Coventry Road parallel route (Bedworth - Exhall)	Footway/ cycle track adjacent to road and on-carriageway route

# R | Part 2 ▶ Rugby

## 1. The Current Situation

### Overview

The Borough of Rugby contains the second largest urban area in Warwickshire as well as extensive rural areas, and the city fringes of Coventry. Its location on the edge of both East and West Midlands, with fast rail connections to London, means that many residents have extensive travel to work areas.

The growth of Rugby town has long been associated with transport developments, from its transformation as a railway town in the 19th century to the construction of the M6 and M1 motorways in the 1960s. Today, some of the disused railway lines provide traffic-free walking and cycling routes including an old mineral railway (Lias Line) and the Great Central Main Line.

Easy access to the strategic road network and remaining rail network attract large-scale logistics and distribution companies, some of which are located southeast of Rugby at Dirft (Daventry International Rail Freight Terminal). The development of the Rolls Royce site at Ansty Park, close to the M6 just east of Coventry, is attracting significant new investment in manufacturing research and technology to Rugby Borough.



Recent years have seen rapid growth in both housing and employment around Rugby town, including Rugby Gateway, **Coton Park East** and the redevelopment of Rugby Radio Station for the **Houlton School and housing estate**. Further homes and local facilities are planned in **South West Rugby**.

With continuing development of housing and employment sites, and good levels of active travel already, this area remains a key focus for future walking and cycling investment.

## Population and health

There were 114,363 residents in the Borough of Rugby at the **2021 Census**. This is a significant increase in numbers (14.3%) from 2011, and much higher than England (6.6%), and continues increases in Rugby between 2001 and 2011. Rugby Borough continues to experience the highest rate of population growth of all boroughs and districts in Warwickshire and this rapid population growth, particularly in younger age groups, has a major impact on transport infrastructure.

At the **2021 Census**, the average (median) age in Rugby Borough was 40, the same as the England average. The Census also shows that the proportion of 'White British' residents in Rugby was 85.7%, compared to 89.1% in Warwickshire and 77% in the West Midlands.

The **2021 Census** asked residents to rate their own health on a scale of 'very good' to 'very bad'. In Rugby, 83.2% of residents described their health as 'good' or 'very good' which is the same as the county average.

Data from the **Active Lives Adult Survey** (Sport England) shows that 67.2% of adults (aged 18+) in Rugby Borough are physically active (undertaking the minimum recommended activity of 150 minutes of moderate intensity equivalent physical activity per week). This compares to 67.1% in Warwickshire and 67.3% in England.

63.8% of Rugby Borough adults are classified as overweight or obese (where BMI is greater than or equal to 25kg/m<sup>2</sup>). This compares with 66.2% for Warwickshire and 63.8% for England. The NHS National Child Measurement Programme shows that 37.1% of Rugby Borough children in Year 6 are overweight or obese, compared to 36% in Warwickshire and 37.8% in England.

## Travel Patterns

Whereas the 2021 Census provides reliable data about population, the information collected on travel patterns needs to be considered with caution due to:

- Responses being collected during the coronavirus (COVID-19) pandemic. Restrictions on travel ended later in 2021.
- Increase in home working.
- Smaller numbers due to people on furlough, temporarily not working.
- Confusion over whether the Census question guidance was followed; some people may have provided travel information for the last time they worked, or they may have answered based on their behaviours on Census Day.
- 2011 results included those aged 16-74 in employment, whereas the 2021 Census included people aged 16 and over in employment.

Travel to work data from both 2011 and 2021 is therefore described below.

In 2011, driving a car or van was the most popular mode of travel for commuting to work by Rugby Borough residents (67.9% of the working population aged 16-74 years). 4.9% of the working population used public transport to get to work, 10.4% of people walked to work and 3.1% cycled. 5.5% worked mainly at or from home.

In 2021, driving a car or van remained popular but the numbers and proportions were affected by the pandemic: 51.3% of the working population aged 16 years and over, travelled to work by car or van. 2.7% of the working population used public transport to get to work, 6.7% of people walked to work and 1.9% cycled. 30.6% worked mainly at or from home.



Car ownership increased slightly in Rugby Borough between 2011 and 2021. 14.6% of households did not own a car or van in 2021, compared with 17.5% in 2011. 44.8% owned 2 or more cars and vans compared with 40% in 2011.

**Travel habits** from the Active Lives Adult Survey (Sport England) showed:

- 10% of Rugby Borough adults walk for travel at least three days per week. This is lower than 13.6% in Warwickshire and 15.1% in England, but the cycling levels are higher.
- 2.3% of Rugby Borough adults cycle for travel at least three days per week, compared to 1.6% in Warwickshire and 2.3% in England.

## Road Safety

*Table R1: Road traffic collisions between January 2016 and December 2020, involving pedestrians and cyclists, Rugby Borough*

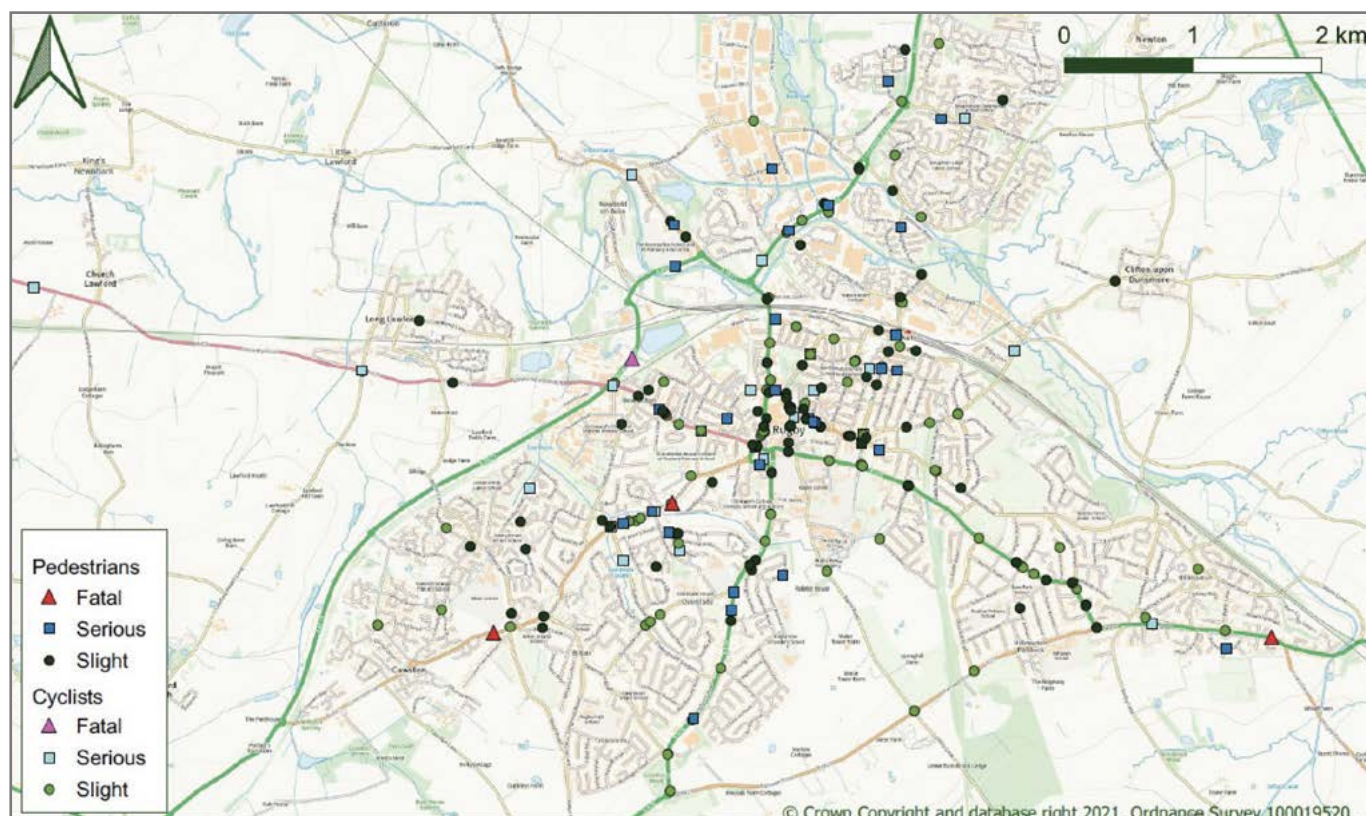
Year	Pedestrian casualties				Cyclist casualties				Total
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
2016	1	6	25	<b>32</b>	1	10	34	<b>45</b>	<b>77</b>
2017	0	9	23	<b>32</b>	0	8	26	<b>34</b>	<b>66</b>
2018	0	6	17	<b>23</b>	0	7	28	<b>35</b>	<b>58</b>
2019	2	11	22	<b>35</b>	0	7	22	<b>29</b>	<b>64</b>
2020	1	5	14	<b>20</b>	1	4	16	<b>21</b>	<b>41</b>
<b>Total</b>	<b>4</b>	<b>37</b>	<b>101</b>	<b>142</b>	<b>2</b>	<b>36</b>	<b>126</b>	<b>164</b>	<b>306</b>

The 2016 to 2020 casualty data summarised in Table R1 shows a decrease in the numbers of pedestrian and cyclist casualties in Rugby Borough. As overall collision numbers are fairly low, some caution is needed when analysing the data. In terms of time of day there were more collisions involving pedestrians and cyclists between 7am to 9am than other times in the morning. There were higher numbers of pedestrian collisions between 3pm and 5pm, possibly linked to education trips, whilst cyclist collisions occurred later, between 5pm and 6pm, reflecting commuting patterns. 77% of all pedestrian and cyclist collisions were during hours of daylight.

The majority of pedestrian and cyclist collisions occurred away from crossings. Most pedestrian collisions did not occur at junctions, but almost 75% of cyclist collisions were at junctions.

Figure R1 shows the locations of collisions in Rugby, and this information has been used to focus on specific areas and to support the LCWIP proposals for future infrastructure to improve road safety outcomes. In addition to these walking, wheeling and cycling schemes, road safety intelligence will be used to identify and implement specific casualty reduction schemes at locations with a significant history of injury collisions.

Figure R1 Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Rugby



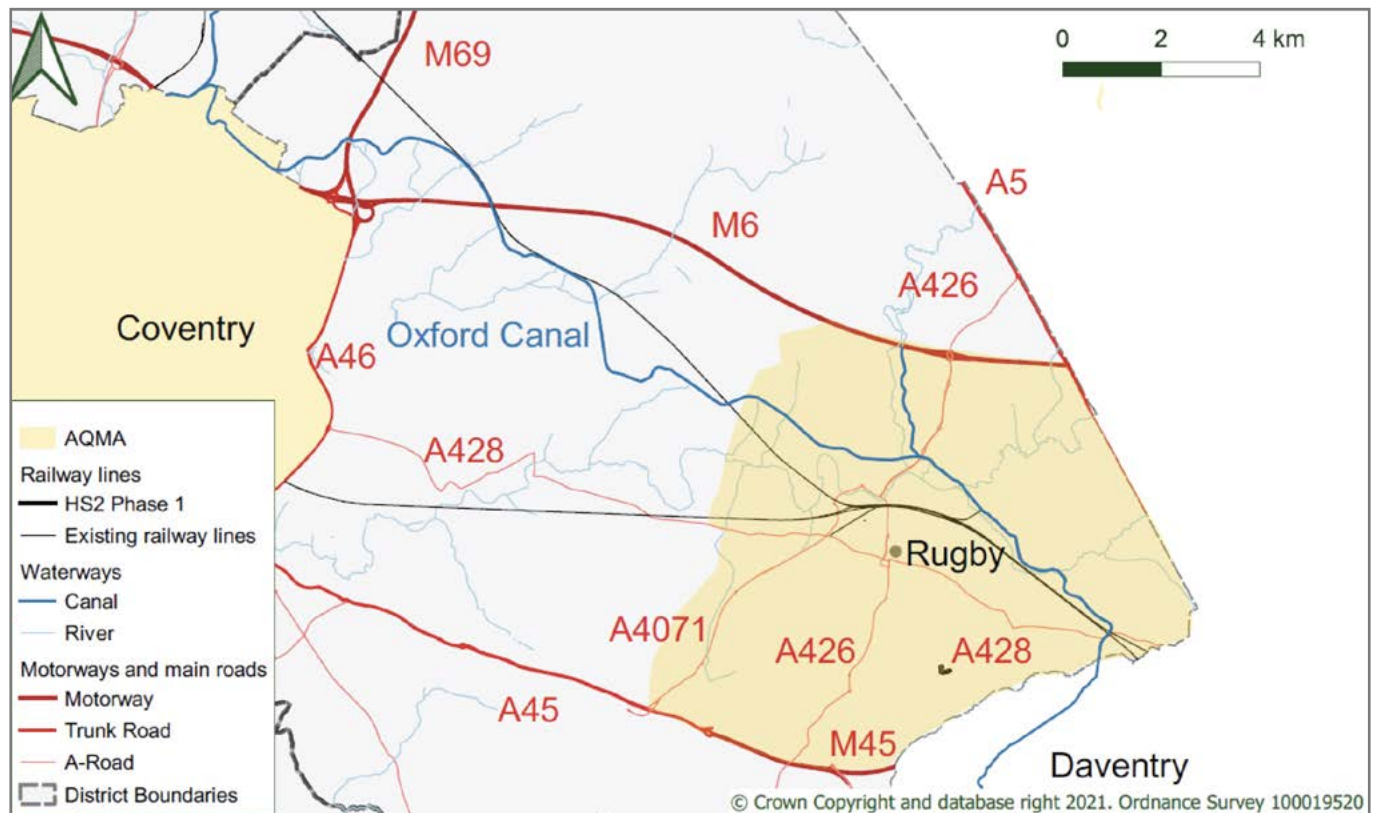
## Physical barriers

Figure R2 shows the main barriers to walking and cycling movements in Rugby; main roads and motorways; rivers and canals; and railways. These barriers can cause community severance and 'funnel' pedestrians and cyclists (and motor traffic) into a limited number of crossing points. Figure R2 also shows the Air Quality Management Areas (AQMAs) that cover the Rugby urban area and City of Coventry.

Specific problems in Rugby are:

- A46 (Coventry Eastern Bypass) – this Strategic Road runs along the eastern boundary of the City of Coventry creating severance with the employment areas of Ryton Prologis Park and Ansty Park, residential areas of Ryton and Binley Woods and nature reserves/ countryside sites at Brandon Marsh and Coombe Abbey.
- A45, A5, M45 and M6 – these multi-lane Strategic Roads have limited number of grade-separated crossings. The M1 runs parallel to the A5 east of Rugby, within Northamptonshire.
- Railway within Rugby town – cutting east-west through the northern area of the town, it creates a number of pinch points including narrow road tunnels on the A426 Newbold Road, Mill Road (under the railway station), Hillmorton Lane, Brindley Road, Moors Lane and A428 Crick Road.

Figure R2: barriers to walking and cycling in the Borough of Rugby



Some physical barriers also present opportunities in terms of providing linear corridors, such as the Oxford Canal towpath and Avon Way river path. The Cawston Greenway and Great Central Walk/ Lias Line (part of National Cycle Network Route 41) utilise disused railways.

### Existing facilities and networks

The towns and villages in the Rugby Borough area are connected by a network of main roads and local streets managed by Warwickshire County Council. The A4071 and sections of the A426 north of Rugby town form part of the Major Road Network.

The Borough is transected by the M6 motorway which forms part of the Strategic Road Network managed by Highways England (Area 7, East Midlands and Area 9, West Midlands), along with the M69, M45, A5, A46 and the A45 (southeast of Coventry). Warwickshire County Council is working with Rugby Borough Council, Homes England and a consortium of developers, to plan highway projects associated with the South West Rugby Sustainable Urban Extension including the 'Homestead Link' and the 'Potsford Dam Link'.

In terms of existing walking provision, the public rights of way network and signed trails provide good leisure opportunities. In the built-up areas, there is good pavement provision and street lighting.

Footways are categorised (see Table R2) 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.

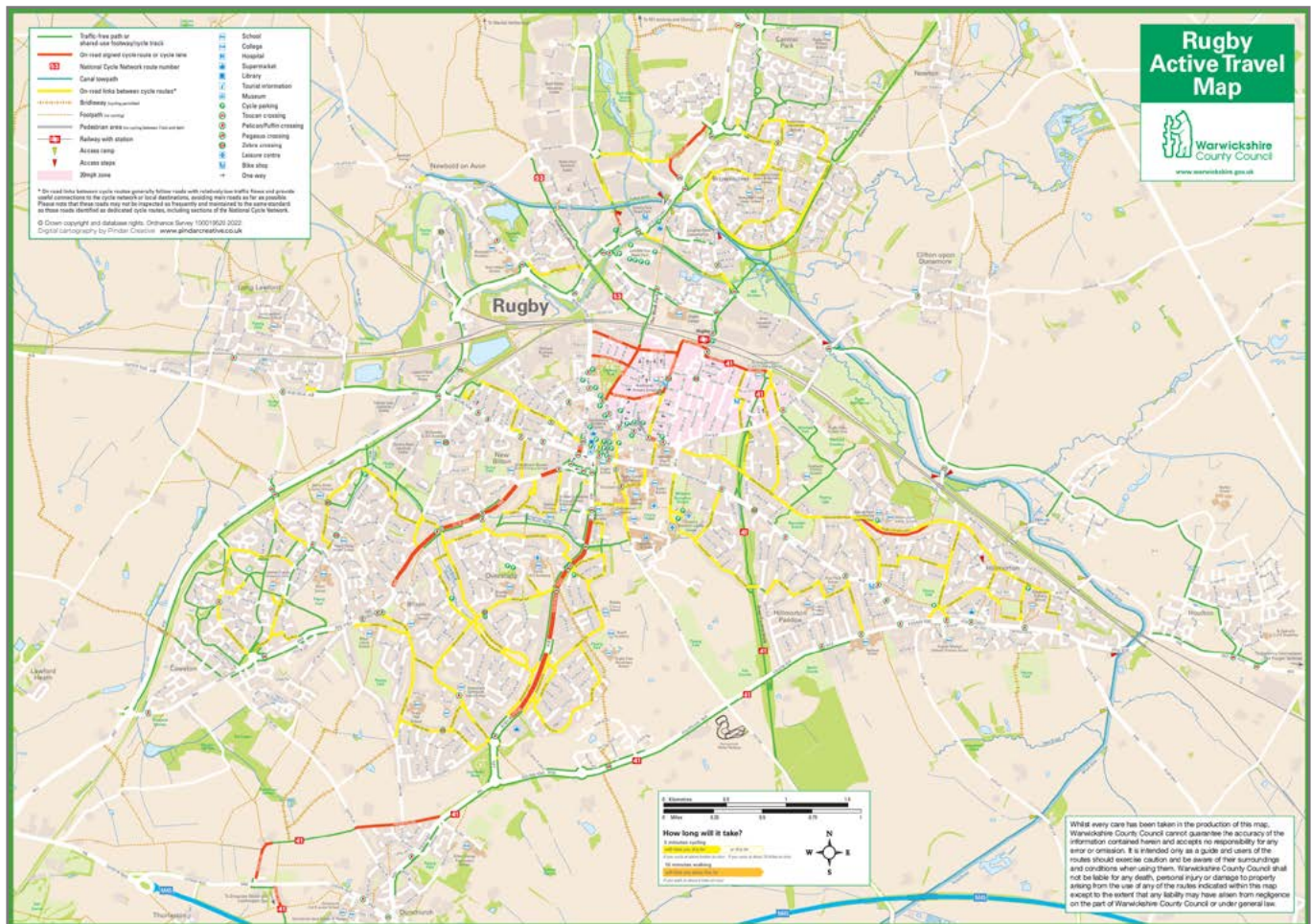
Table R2: footway hierarchy, Warwickshire

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

In Rugby town centre there are pedestrian zones on High Street, Market Place and Sheep Street. There is an extensive network of green spaces within the town, and Rugby Borough Council has a successful programme of 'park connector' improvements including surfacing of paths, addition of solar lighting and provision of shared access for walking and cycling.



Figure R3: Rugby Active Travel Map, online version 2022



The total length of dedicated cycling infrastructure (off-carriageway or on-carriageway) in Rugby Borough is about 53 miles. The existing cycle network (see Figure R3 for the Rugby urban area) includes 48 miles of traffic-free routes. This includes disused railway lines; National Cycle Network (NCN) Route 41 between Birdingbury and Draycote Water; NCN Route 41 along the Great Central Walk between the railway station and south Rugby; and NCN Route 53 Viaduct Cycleway between the town centre and Newbold-on-Avon. Other traffic-free routes include the Draycote Water perimeter path, Rugby Borough Council's Park Connector network and shared use footways/ cycle tracks alongside main roads such as the A4071, A428, A426, A45, B4429 Ashlawn Road, Houlton Way and Central Boulevard at Ansty Park.

The quality of existing cycle routes is mixed and there are some gaps, particularly within the town centre and Hillmorton, and along radial routes such as the B4642 Bilton Road and across the railway line.

There is a well-established 20mph zone covering the terraced residential streets around Rugby Railway Station, extending westwards to the A426 Newbold Road and Clifton Road to the south and east. This includes some streets redesigned 20 years ago in line with 'Home Zone' principles - using seating, planting and paving to slow down vehicles and manage parking. There are also 20mph speed limits within the villages of Monks Kirby and Thurlaston and on Adkinson Avenue, Dunchurch.

There are various National Cycle Network routes in the Borough of Rugby:

- NCN41 (Bristol – Rugby): connecting Leamington and Warwick to Stratford and Rugby
- NCN 53 (Birmingham - Peterborough): although this route is currently only a short ‘stub’ along the Viaduct Cycleway in Rugby, the aspiration is to develop a longer distance route connecting East Birmingham, Solihull, Coventry, Rugby and Peterborough.

The Oxford Canal is already available for walking and cycling and is likely to see an increase in use for local journeys as the Houlton development matures. The surface condition and towpath widths are variable, and there are steps at many of the access points.

There is currently a good provision of public cycle parking in Rugby town centre and at the railway station although cycle parking is more limited in other parts of the Borough. Secure, long-stay cycle storage at public transport interchanges is important in ensuring that active travel can form part of longer distance journeys.

Rugby Town is currently the only railway station within the Borough, although it is one of Warwickshire’s busiest with over 2 million passengers a year. Facilities include:

- step-free pedestrian access
- total of 338 cycle parking spaces comprising:
  - o Two Cycle Hubs with secure storage and tool stations on Platforms 2/4, with 100 spaces in the north cycle hub and 100 spaces in the south cycle hub. Access to the cycle hubs costs an initial £5 for the door fob.
  - o 64 spaces Platform 2
  - o 46 spaces Platform 4
  - o 12 spaces north end
  - o 16 spaces car park 3

**Rugby Parkway Station** is planned on the southeast side of the town near Houlton, on the Northampton line. Design work commenced in 2021 and construction of the station is anticipated to begin in 2025 subject to the funding and necessary consents being secured.





## 2. Local viewpoints on walking and cycling

### LCWIP engagement, 2021

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 R3: Questions asked in the LCWIP survey, May-July 2021

<b>Issues</b> <b>Are there any problems or issues at this location that you wish to raise?</b>	<b>Improvements</b> <b>How could cycling and walking conditions be improved at this location? (Choose up to 3)</b>
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

The feedback included hundreds of comments in response to the question, 'thinking about walking or cycling, are there any things that work well at this location'. Together with the identification of issues and improvements, this data provided detailed insight into the everyday problems for people on foot and cycle, as well as horse-riders, in Warwickshire. It also set out the aspirations for providing better facilities and highlighted the scale of investment required to encourage more active travel in future. The data was used at a local level to inform the route choices and priorities for the proposed walking and cycling networks, and was shared with other departments at Warwickshire County Council to use as reference for other relevant programmes of work.

Figure R4 Warwickshire LCWIP Survey: walking issues in Rugby

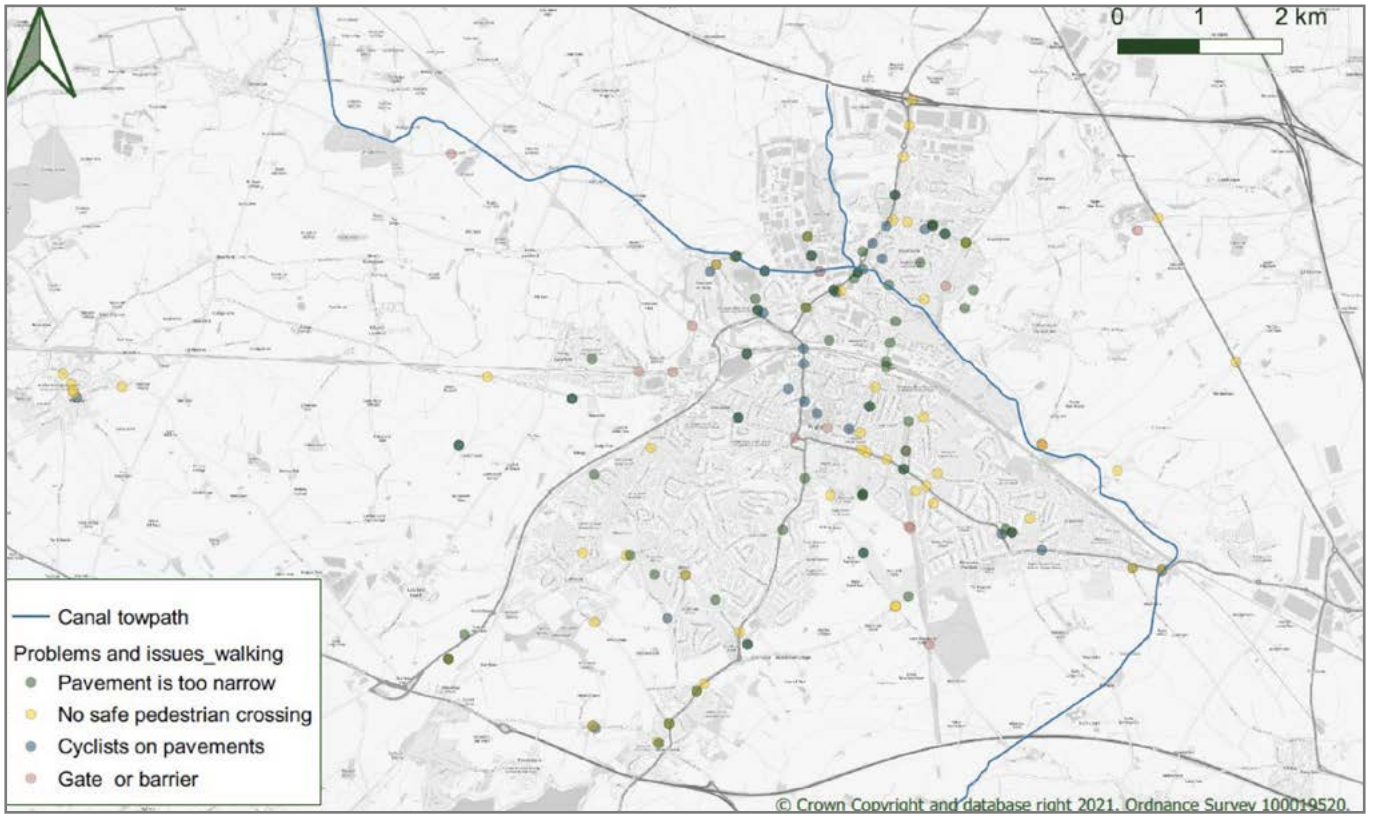


Figure R5 Warwickshire LCWIP Survey: cycling issues in Rugby

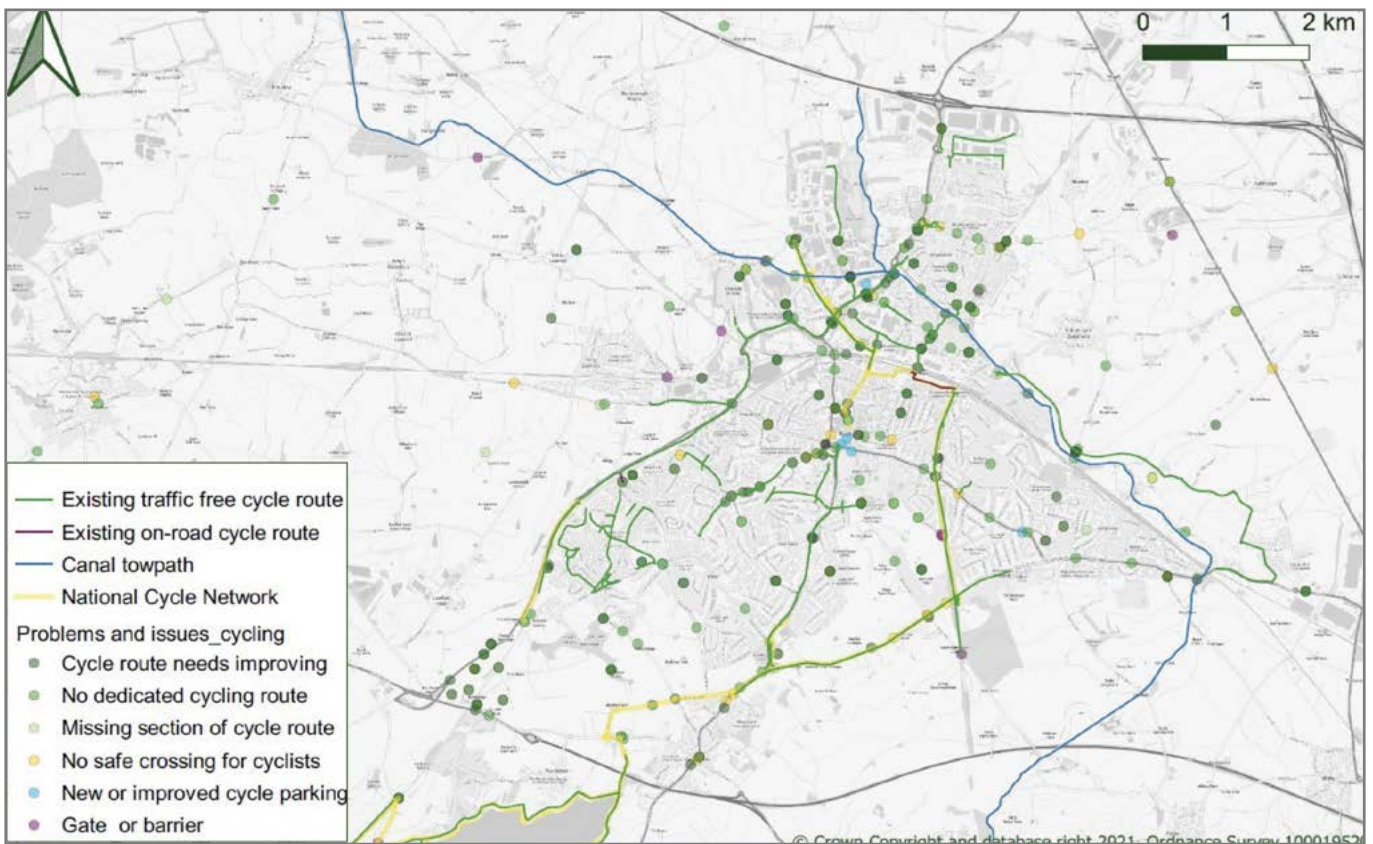
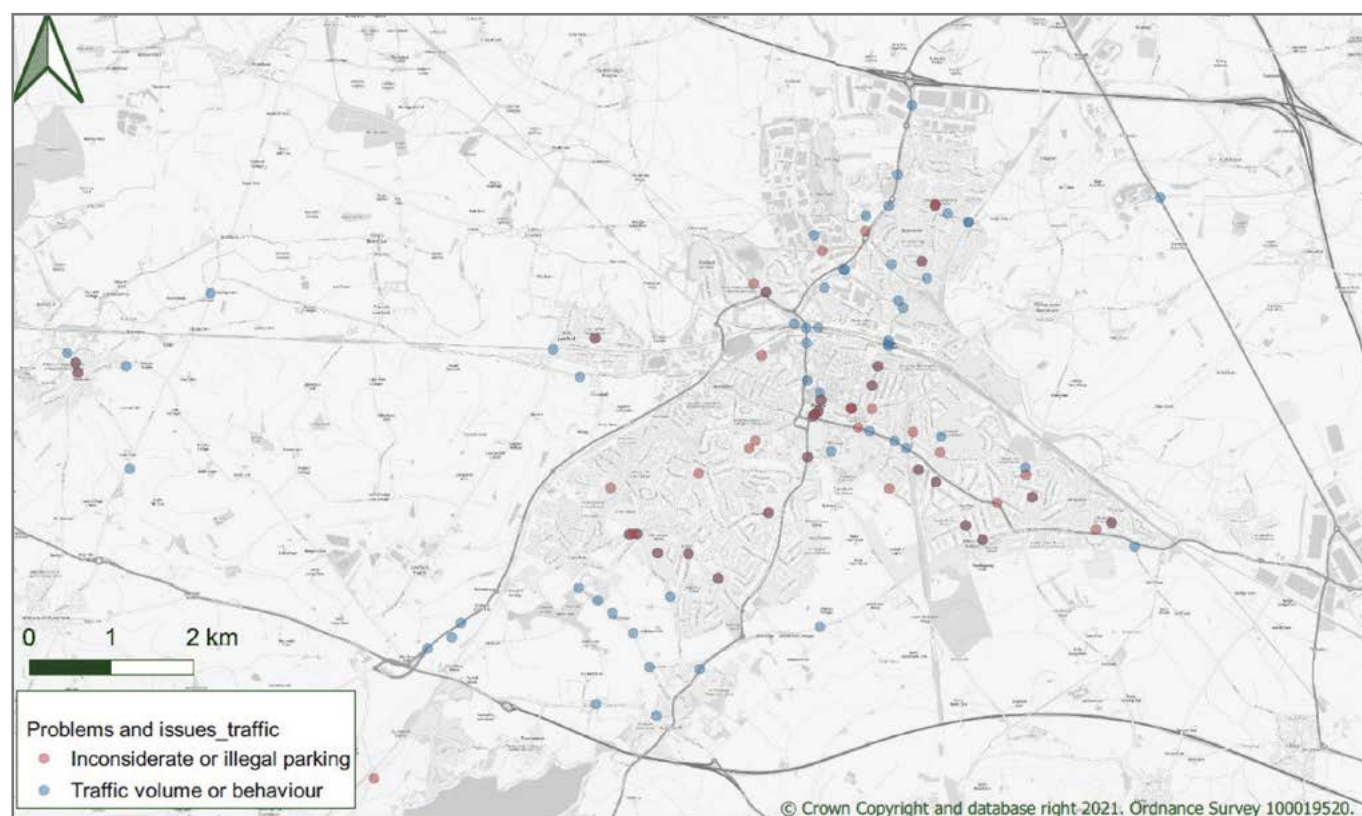




Figure R6 Warwickshire LCWIP Survey: traffic issues in Rugby



## LCWIP consultation, 2022

Warwickshire residents and stakeholders were invited to submit comments and complete survey questions on the draft LCWIP for 8 weeks between June and August 2022. People could feedback in a variety of ways including an [online survey on Ask Warwickshire](#), drop-in sessions (Leamington Spa, Stratford-upon-Avon, Rugby, Nuneaton, Coleshill and Atherstone), online webinar and at specific meetings with organisations and individuals.

The consultation was promoted extensively by Warwickshire County Council using a variety of communication channels including emails, bulletins, newsletters, posters, fliers, media releases and social media posts (by the County Council and its partners). The consultation successfully engaged with a wide range of people, reflecting the views of residents and organisations from across the county and beyond. A total of 1,031 people responded to the online survey.

Detailed analysis of the consultation feedback was undertaken. Response levels were slightly lower in Rugby. 11.8% of LCWIP consultation respondents were residents of Rugby Borough, which compares with 18.5% of Warwickshire residents who actually live in this area.

583 respondents reviewed the plans for walking infrastructure with 73 submitting comments for Rugby Borough. 61.4% of these agreed or strongly agreed with the walking plans proposed for Rugby Borough whilst 11.4% disagreed or strongly disagreed.

44 respondents provided more detailed comments, with the most common themes and requests being:

- improve or better maintain existing routes.
- link routes together.
- criticism of lack of ambition in plans.

681 respondents reviewed the plans for cycling infrastructure with 101 submitting comments for Rugby Borough. 69.5% agreed or strongly agreed with the cycling plans proposed for Rugby Borough whilst 20.9% disagreed or strongly disagreed.

70 respondents provided more detailed comments, with the most common themes and requests being:

- add to or extend the proposed routes.
- criticism of lack of ambition in plans.
- ensure safety of routes/address safety concerns.
- provide separate lanes/paths.
- reduce traffic – speed, volume and/or on-street parking.

These survey comments were reviewed in detail and the walking and cycling network plans have been significantly changed to add new routes, extend the proposed routes and provide more connections and links.

People attending the LCWIP drop-in event in Rugby were very positive about improving infrastructure for walking, wheeling and cycling. Comments included the need to link routes together, to provide clear signing, to maintain facilities better, to provide good quality cycle parking and consider e-bikes. The importance of enforcement and the role of promotion in supporting new infrastructure were mentioned. A number of new or extended walking and cycling routes were suggested including crossings on the A5 and A45.

Discussions also took place with Rugby Borough Council, Rugby Cycle Forum, National Highways, HS2, Sustrans, Canal and River Trust and Warwickshire Youth Council. Further emails/detailed submissions relating to the Rugby Borough area were received from five local residents and Rugby Borough Council. Other feedback was received from Clean Air Warwickshire, Guide Dogs, Transport for West Midlands and the British Horse Society.

## Other local feedback

Other network proposals have been put forward and consulted on by Rugby Borough Council, specifically the development of a 'park connector network' to improve walking and cycling access to open spaces and create a series of 'green' travel corridors across the borough. Detailed proposals include surfacing and solar lighting along traffic-free routes in the east, west and north of the town.

In September 2021, the Borough Council published a [Town Centre Regeneration Plan](#) based on the feedback of 1,300 residents earlier in the year. Key objectives of the regeneration plan include welcoming streets, a people-first town centre and greener environment, supporting healthy routes for walking and cycling.

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. [Rugby NDPs](#) have therefore been used as an additional source of information on local views and policy background for this LCWIP.



### 3. Rugby Walking Infrastructure Plan

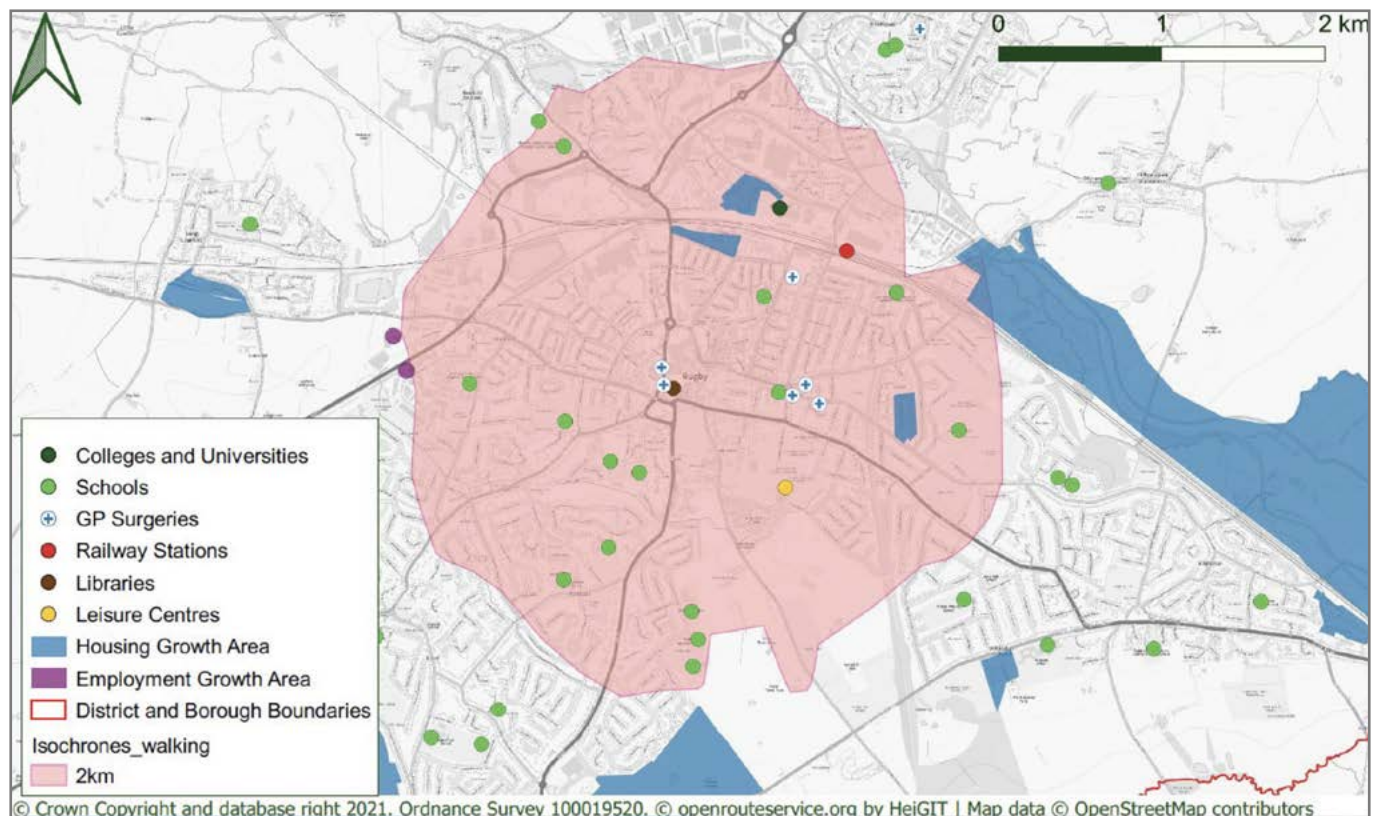
#### Potential for walking

Figure R7 shows the 'walking zone' for Rugby; the area within 2km walking distance of the town centre. (2km equates to just over 1 mile and about 25 minutes at a moderate walking speed).

The map also shows 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.

The map shows that the built-up area is fairly extensive and although the oldest areas of the town are within comfortable walking distance of the town centre, many other areas, including significant housing growth sites, are beyond 2km from the central retail area. Some of these areas do have local centres with retail and community facilities and there is scope to look at additional walking zones within these neighbourhood areas.

Figure R7: potential for walking: 2km walking zone around Rugby



#### Potential for walking – town centre

The [Rugby Regeneration Strategy \(2022\)](#) identifies six catalyst projects which create opportunities for improving pedestrian access and enhancing public spaces within the town centre.

## Proposals for walking infrastructure

The information gathered on collisions, barriers and walking trip generators in Rugby Borough, together with feedback from local people in 2021 and 2022, has been used to identify walking infrastructure improvements.

The main focus for walking infrastructure is Rugby town, where there is greatest demand for walking as well as highest number of collisions involving pedestrians, and therefore the most potential to increase walking and improve safety.

However, this does not preclude walking improvements from being progressed in other locations, particularly in association with neighbourhood hubs, schools and the new developments at Houlton, Coton Park and South West Rugby.

Figure R8 and Table R4 provide a high level overview of proposals for walking infrastructure in Rugby Borough comprising:

- Active Travel Zones (Z) – walking-focussed interventions in areas of highest pedestrian and cycle activity such as town centres. They are likely to be a combination of the prestige walking zone and primary walking route categories identified in the Council's footway hierarchy (Table R2). Typical measures in these areas will include footway widening, pedestrian crossing facilities, public space improvements, seating and planting, waymarking and cycle parking, supported by slower speed limits and car parking management.
- Walking (and cycling) routes in the urban area (R) to enable walking for everyday trips. These are similar to the secondary walking routes in the Council's footway hierarchy (Table R2). 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.
- 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. Wherever possible, these routes will be investigated as multi-user trails for walking, wheeling, cycling and horse-riding.

Accessibility improvements will be an integral part of new walking infrastructure, including step-free paths, removal of barriers, wider pavements, tactile surfaces, markings and safer crossings.

For potential schemes identified in Figure R8 and Table R4, some will be delivered by third parties such as developers or the Borough Council. Where potential schemes are promoted by Warwickshire County Council, next steps will include carrying out walking audits and commissioning surveys, feasibility studies and/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'. Active Travel Zones will be integrated with the wider town centre and regeneration projects (including further development of the catalyst projects for the [Rugby \(town centre\) Regeneration Strategy](#)).

Figure R8 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.

Figure R8: Proposals for walking infrastructure in the Borough of Rugby

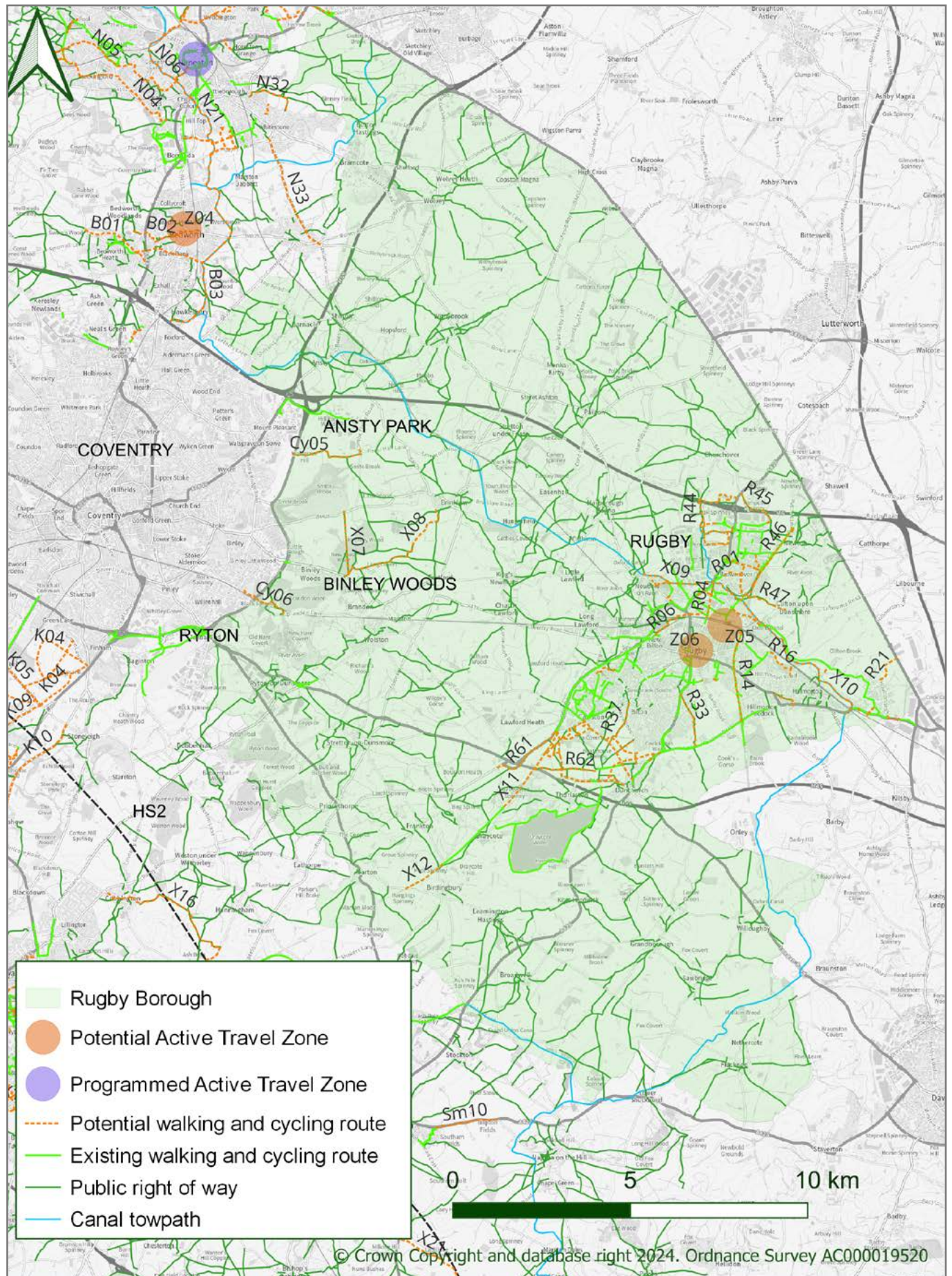


Table R4: Proposals for walking infrastructure in Rugby

Ref	Potential Schemes	Type
	<b>Rugby urban area</b>	
Z05	Rugby Railway Station	Active Travel Zone
Z06	Rugby town centre	Active Travel Zone
R01	Coton Park East	Footway/ cycle track adjacent to road, on-carriageway route and crossing
R02	Path (Boughton Leigh Schools)	Path/ cycle track through open space
R04	Black Path (A426 Rugby Gateway - town centre)	Footway/ cycle track adjacent to road, path/ cycle track through open space, crossing and bridge
R05	Butlers Leap	Footway/ cycle track adjacent to road
R06	Bridleway (New Bilton - Newbold Road)	Path/ cycle track through open space
R07	Hunters Lane	On-carriageway cycle route
R14	Great Central Walk (NCN41), South Rugby	Path/ cycle track through open space
R16	Linnell Open Space	Path/ cycle track through open space
R20	Bridleway (The Locks - Houlton Way)	Path/ cycle track through open space
R21	Houlton - A5 - Dirft	Path/ cycle track through open space and foot/ cycle bridge
R22	A428 Crick Road (Houlton - Dirft)	Footway/ cycle track adjacent to road
R23	Rugby Gateway Railway Station access	Footway/ cycle track adjacent to road and path/ cycle track through open space
R29	Trevor White Drive/ St Cross Hospital path	Path/ cycle track through open space
R33	Onley Bridle Path	Path/ cycle track through open space
R37	Scots Close Bridleway (R169c) and Alwyn Road north to Bilton	Path/ cycle track through open space and on-carriageway route
R38	Bridleway (R169d) opposite Duncan Drive and Alwyn Road south to Dunchurch	Path/ cycle track through open space
R39	Cawston Lane (Cawston - Dunchurch)	Footway/ cycle track adjacent to road
R40	Homestead Link Road	Footway/ cycle track adjacent to road
R41	Potsford Dam Link Road	Footway/ cycle track adjacent to road
R42	B4429 Coventry Road	Footway/ cycle track adjacent to road
R43	Cawston connections	Path/ cycle track through open space
R44	Bridleway and underpass (west of M6 Junction 1)	Path/ cycle track through open space

Ref	Potential Schemes	Type
R45	Footpath and underpass (east of M6 Junction 1)	Path/ cycle track through open space
R46	Great Central Walk (Crowthorns - Newton)	Path/ cycle track through open space
R47	Park Connector (Coton Park - Clifton)	Path/ cycle track through open space
R50	Newbold Quarry	Path/ cycle track through open space
R51	Newbold Road	Footway/ cycle track adjacent to road and on-carriageway route
R52	A426 Leicester Road links	Footway/ cycle track adjacent to road and crossing
R54	Mill Road	Various measures tbc
R61	A4071 (Potsford Dam - Draycote Road)	Footway/ cycle track adjacent to road
R62	Bridleway (A45 Coventry Road - Windmill Lane)	Path/ cycle track through open space
R67	Rugby Gateway	Path/ cycle track through open space
	<b>Cross-county leisure routes</b>	
X07	<b>Twelve O'Clock Ride Bridleway (Brandon - Coombe Abbey)</b>	Multi user traffic-free route
X08	<b>Bridleway (Brandon - Brinklow)</b>	Multi user traffic-free route
X09	<b>Oxford Canal (Newbold - Brownsover)</b>	Towpath
X10	<b>Oxford Canal (Brownsover - Houlton)</b>	Towpath
X11	<b>Lias Line (NCN41) Draycote Water - Potsford Dam</b>	Multi user traffic-free route
X12	<b>Lias Line (NCN41) Birdingbury Road - Bourton Lane</b>	Multi user traffic-free route
	<b>Coventry Connections</b>	
Cy05	<b>Bridleway (Walsgrave - Ansty Park)</b>	Path/ cycle track through open space
Cy06	<b>Brandon Marsh Link</b>	Path/ cycle track through open space

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 and quiet lanes.

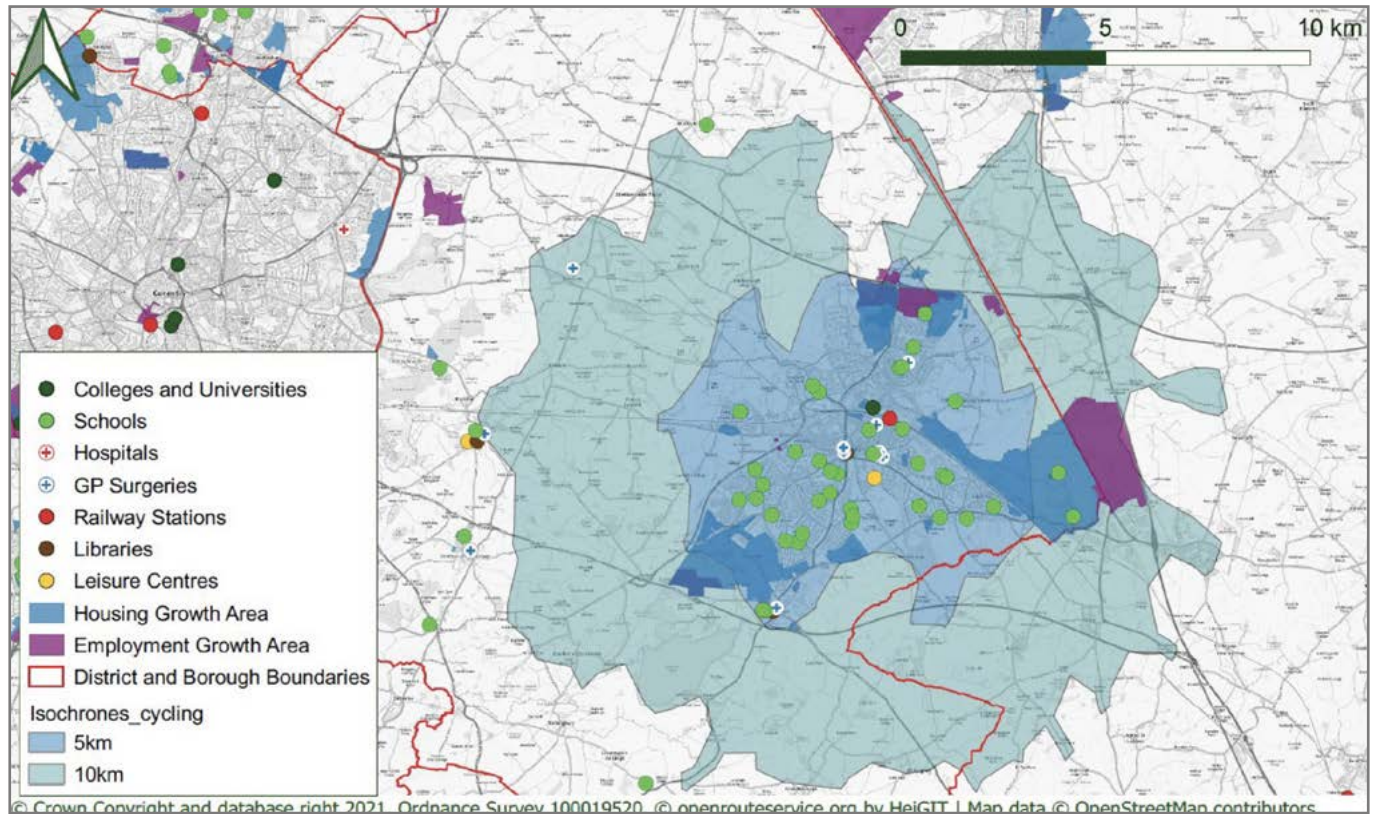


## 4. Rugby Cycling Infrastructure Plan

### Potential for cycling - cycling zones

Figure R9 shows areas within 5km and 10km cycling distance of the centre of Rugby. (5km equates to about 3miles and about 20 minutes travel time at a leisurely cycling speed).

Figure R9: potential for cycling: 5km and 10km cycling zone around Rugby



The map also shows 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 **South West Rugby** (5,000 dwellings and 35 hectares of employment allocated in the Local Plan) and **Houlton** (over 6,000 homes). Together with recent housing developments in Coton Park and Brownsover in the north, this represents a rapid increase in Rugby's population over the coming decade and it is therefore essential that active travel infrastructure is in place to enable sustainable travel choices to be made as people settle in these new areas.

Employment growth areas are concentrated along the Strategic Road Network – the A5 to the north and in the adjacent county of Northamptonshire, between the A5 and the M1 to the east. Most peripheral employment and housing sites which are outside the 2km walking zones fall within the 5km or 10km cycling zones, with the exception of Ansty Park near Coventry.



## Potential for cycling – towpaths

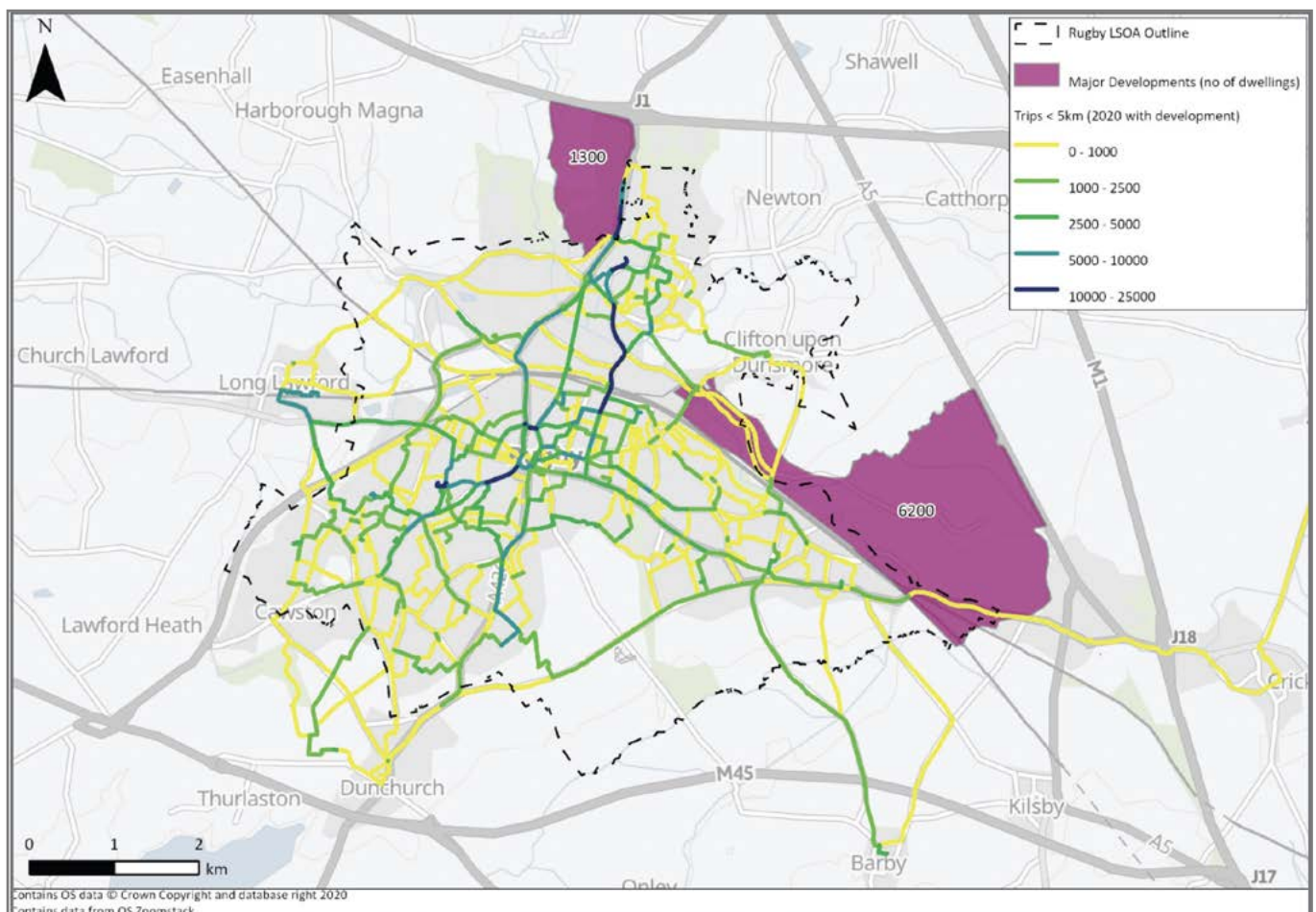
The 2023 Warwickshire Towpaths Transport Strategy (part of the Warwickshire Waterways Strategy) reviewed the current condition of towpaths across the county and assessed specific areas (within a catchment area of 800m from key settlements) with propensity to attract and support an increase in users.

In Rugby, the Oxford Canal was assessed for cycling for the section between the Kipling roundabout in the north to the A428 (Crick Road) in the south). It was scored as medium priority. Improvements to signing and access were suggested, particularly in the Houlton area.

## 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).

Figure R10: potential for cycling: short trips, Rugby



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 Figure R10) 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.

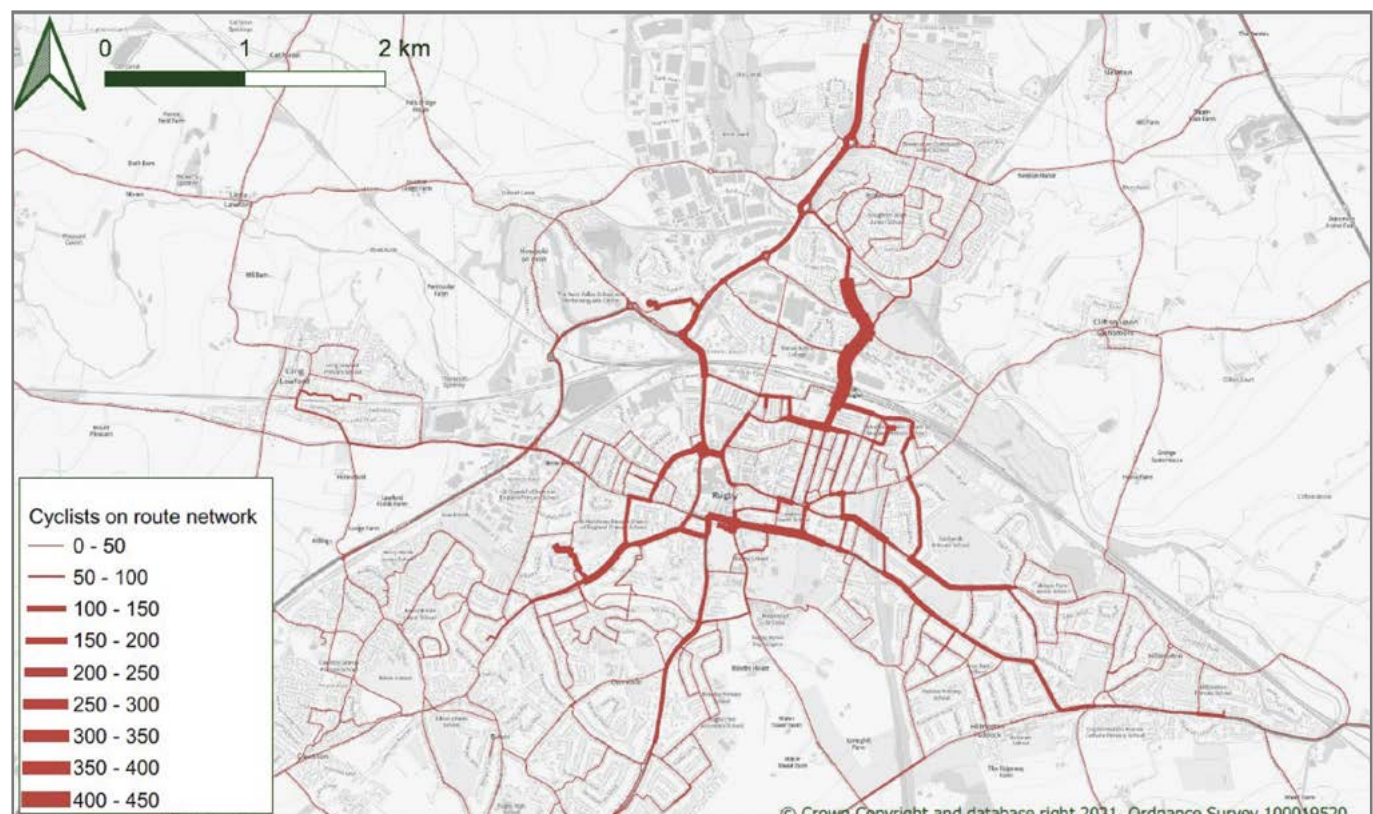
Corridors with high rates of short trips are spread across the whole town, with a strong pattern between the centre of town and the employment and retail sites to the north. The development of the former Rugby Radio Station site at Houlton adds potential trips to the A428 corridor, although levels of travel demand are already high along this route.

### 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.

Figure R11 is based on the Government Target (Equality) scenario to predict future cyclists on the local route networks in Rugby. Due to lower population numbers and residential density in parts of Warwickshire, and the use of data from 2011 census (thereby excluding more recent developments), 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.

Figure R11: propensity to cycle (LSOA Government Target Equality): Rugby



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

- A426 Dunchurch Road
- A426 Newbold Road/ Leicester Road
- A428 Hillmorton Road
- B4642 Bilton Road
- B5414 Clifton Road
- Lower Hillmorton Road
- Mill Road

## Proposals for cycling infrastructure

Previous sections have summarised the information gathered on collisions, barriers and cycling trip generators in Rugby, together with feedback from local people. This information, together with route audits and local network reports 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 potential schemes and to identify possible measures to provide coherent, direct, safe, comfortable and attractive cycle routes.

The evidence suggests that there is considerable potential for modal shift to cycling for short journeys within Rugby. However, this does not preclude other cycling improvements from being progressed, particularly commuter routes between Coventry and Ryton, Binley Woods and Ansty Park. There are also opportunities to extend and upgrade existing leisure cycle routes along disused railways, and to promote these for long distance rides and local trips.

Figures R12, R13 and R14 show indicative cycling networks for the Rugby Borough area and within the town of Rugby, including upgrades of existing facilities as well as new infrastructure. These plans are indicative of how local cycling networks could develop in the next 10 years. Routes within Rugby and on the edge of Coventry 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 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 R5, R6 and R7 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 will be 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 R5, R6 and R7 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.

A 'programmed' scheme is an infrastructure scheme with allocated funding, where design work is well progressed. However, it may require additional funding and further design work and could be paused to allow for better co-ordination with other local projects or additional community input.

A 'potential' scheme is an infrastructure scheme where an opportunity has been identified through the LCWIP information gathering and consultation process.

For potential schemes being promoted by Warwickshire County Council (i.e. not considered as the responsibility of a third party), next steps will include 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 third party responsibility, planning applications and partners' scheme designs will continue to be monitored.

Section 3 of this LCWIP provides more detail on the prioritisation of schemes and possible timescales for delivery.

*Table R5: Proposed cross-county routes*

Ref	Potential Schemes	Type
	<b>Cross-county leisure routes</b>	
X07	Twelve O'Clock Ride Bridleway (Brandon - Coombe Abbey)	Multi user traffic-free route
X08	Bridleway (Brandon - Brinklow)	Multi user traffic-free route
X09	Oxford Canal (Newbold - Brownsover)	Towpath
X10	Oxford Canal (Brownsover - Houlton)	Towpath
X11	Lias Line (NCN41) Draycote Water - Potsford Dam	Multi user traffic-free route
X12	Lias Line (NCN41) Birdingbury Road - Bourton Lane	Multi user traffic-free route

Figure R12: Indicative Cycle Network for Rugby Borough

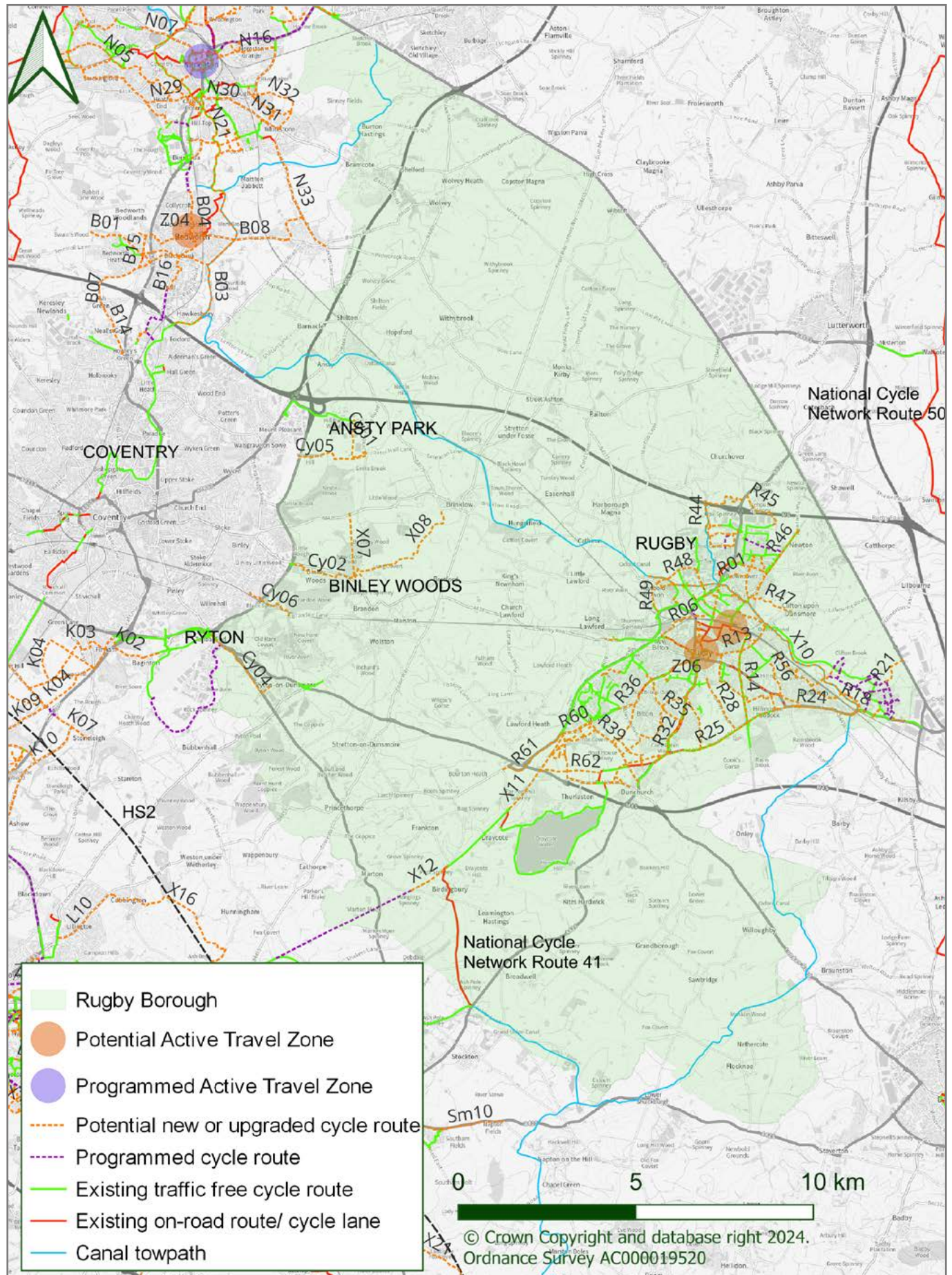


Figure R13: Indicative Cycle Network for North and East Rugby

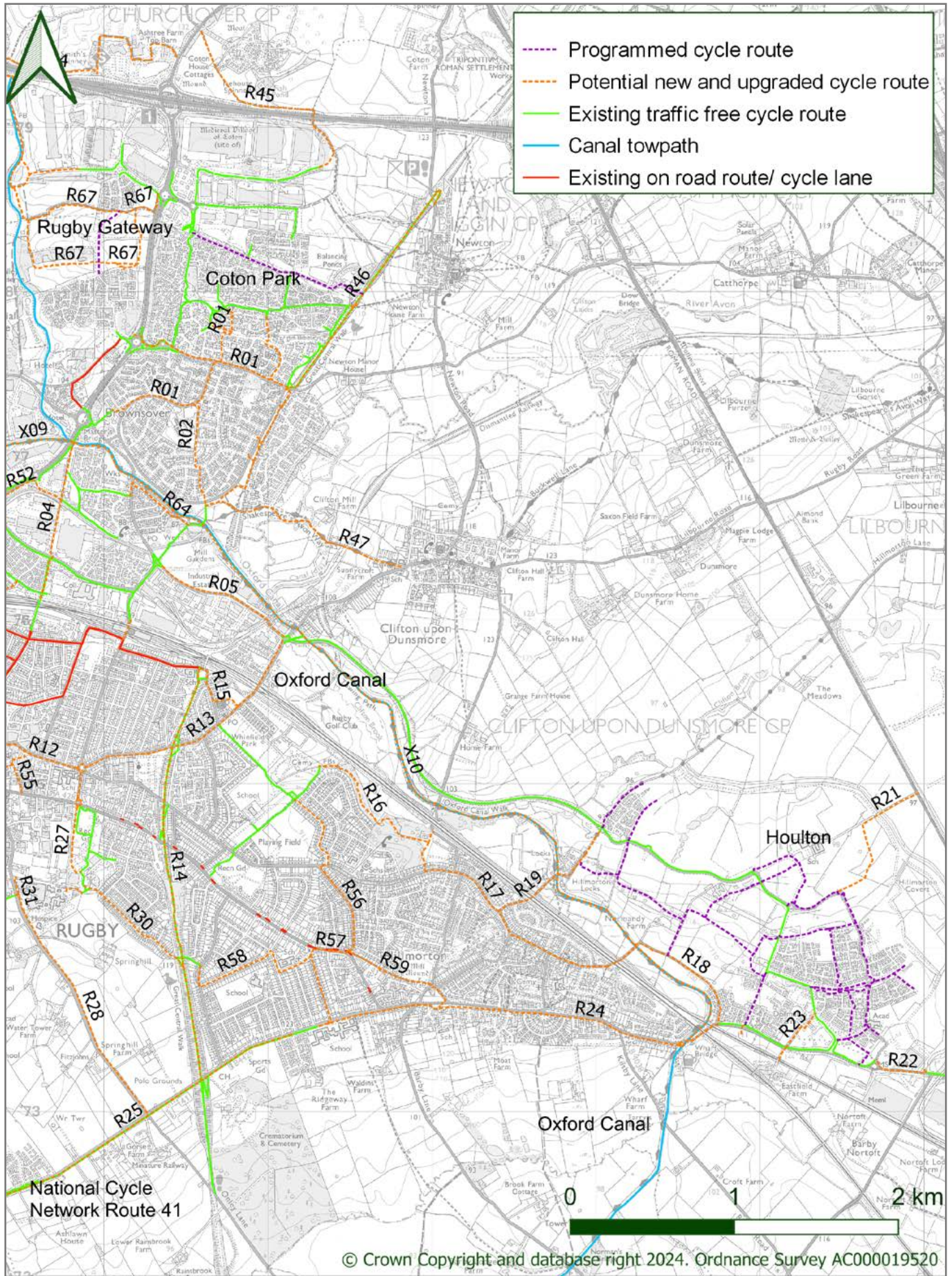


Figure R14: Indicative Cycle Network for South and West Rugby

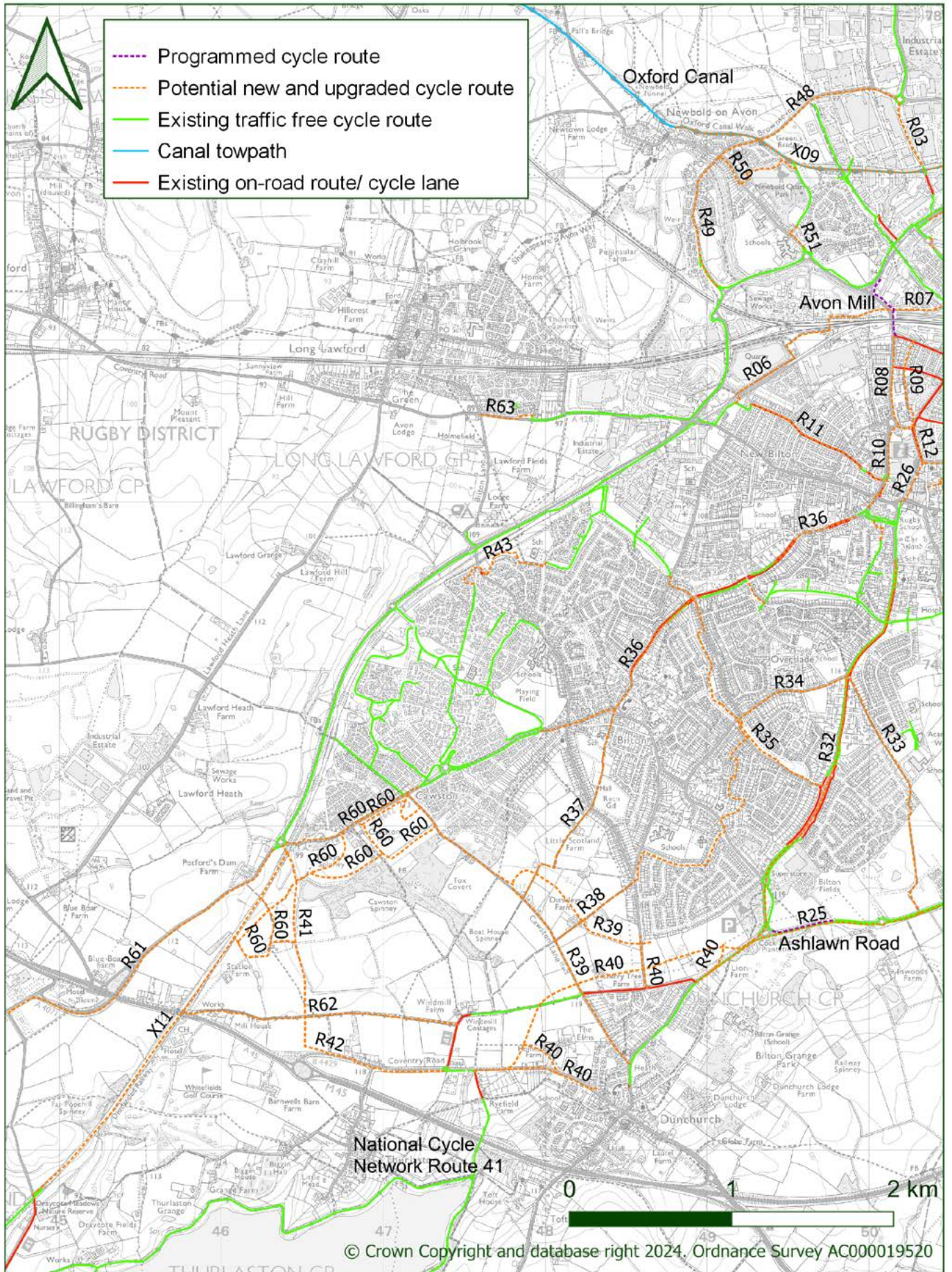


Table R6: Proposed cycle schemes in Rugby

Ref	Rugby	Type
	<b>Programmed schemes</b>	
	A426 Avon Mill	Footway/ cycle track adjacent to road
	B4429 Ashlawn Road, Cock Robin Roundabout	Footway/ cycle track adjacent to road and crossing
	Houlton development	Footway/ cycle track adjacent to road
	Lower Lodge Avenue, Rugby Gateway	Footway/ cycle track adjacent to road
	Coton Park	Path/ cycle track through open space
	Lias Line (Hunningham - Birdingbury)	Multi user traffic-free route
	<b>Potential schemes</b>	
R01	Coton Park East	Footway/ cycle track adjacent to road, on-carriageway route and crossing
R02	Path (Boughton Leigh Schools)	Path/ cycle track through open space
R03	Old Leicester Road	Footway/ cycle track adjacent to road
R04	Black Path (A426 Rugby Gateway - town centre)	Footway/ cycle track adjacent to road, path/ cycle track through open space, crossing and bridge
R05	Butlers Leap	Footway/ cycle track adjacent to road
R06	Bridleway (New Bilton - Newbold Road)	Path/ cycle track through open space
R07	Hunters Lane	On-carriageway cycle route
R08	A426 Newbold Road	Footway/ cycle track adjacent to road
R09	Caldecott Park and Poplar Grove	Path/ cycle track through open space and on-carriageway route
R10	A426 (Asda - Evreux Way)	Footway/ cycle track adjacent to road
R11	A428 Lawford Road parallel back street route	Path/ cycle track through open space and on-carriageway route
R12	B5414 Clifton Road/ Church Street/ North Street	On-carriageway cycle route and crossing
R13	Clifton Road (Murray Road - Houlton Way)	Footway/ cycle track adjacent to road and crossing
R14	Great Central Walk (NCN41), South Rugby	Path/ cycle track through open space
R15	Biart Place	On-carriageway cycle route
R16	Linnell Open Space	Path/ cycle track through open space
R17	The Kent, School Street and Lower Street	On-carriageway cycle route
R18	Moors Lane	On-carriageway cycle route



Ref	Rugby	Type
	<b>Potential schemes</b>	
R19	The Locks to The Kent via Brindley Road	On-carriageway cycle route
R20	Bridleway (The Locks - Houlton Way)	Path/ cycle track through open space
R21	Houlton - A5 - Dirft	Path/ cycle track through open space and foot/ cycle bridge
R22	A428 Crick Road (Houlton - Dirft)	Footway/ cycle track adjacent to road
R23	Rugby Gateway Railway Station access	Footway/ cycle track adjacent to road and path/ cycle track through open space
R24	A428 Crick Road (Paddox - Houlton)	Footway/ cycle track adjacent to road, on-carriageway route and crossing
R25	<b>B4429 Ashlawn Road (Dunchurch - Ashlawn School)</b>	Footway/ cycle track adjacent to road and crossing
R26	Town centre (Sheep Street and Market Place)	On-carriageway cycle route
R27	Bruce Williams Way/ Whitehall Road	Footway/ cycle track adjacent to road and crossing
R28	Barby Road (St Cross - Ashlawn Road)	Footway/ cycle track adjacent to road
R29	Trevor White Drive/ St Cross Hospital path	Path/ cycle track through open space
R30	Pytchley Road link to Great Central	On-carriageway cycle route and crossing
R31	Barby Road (Hospital access)	Footway/ cycle track adjacent to road and crossing
R32	A426 Dunchurch Road to Rugby Town Centre	Footway/ cycle track adjacent to road, on-carriageway route and crossing
R33	Onley Bridle Path	Path/ cycle track through open space
R34	Overslade links	On-carriageway cycle route
R35	Sow Brook: Lytham Road/ Shakespeare Gardens (Bilton Road - Dunchurch Road)	Path/ cycle track through open space
R36	B4642 Bilton Road (Cawston - Town Centre)	Footway/ cycle track adjacent to road and crossing
R37	Scots Close Bridleway (R169c) and Alwyn Road north to Bilton	Path/ cycle track through open space and on-carriageway route
R38	Bridleway (R169d) opposite Duncan Drive and Alwyn Road south to Dunchurch	Path/ cycle track through open space
R39	Cawston Lane (Cawston - Dunchurch)	Footway/ cycle track adjacent to road
R40	Homestead Link Road	Footway/ cycle track adjacent to road
R41	Potsford Dam Link Road	Footway/ cycle track adjacent to road

Ref	Rugby	Type
	<b>Potential schemes</b>	
R42	B4429 Coventry Road	Footway/ cycle track adjacent to road
R43	Cawston connections	Path/ cycle track through open space
R44	Bridleway and underpass (west of M6 Junction 1)	Path/ cycle track through open space
R45	Footpath and underpass (east of M6 Junction 1)	Path/ cycle track through open space
R46	Great Central Walk (Crowthorns - Newton)	Path/ cycle track through open space
R47	Park Connector (Coton Park - Clifton)	Path/ cycle track through open space
R48	Brownsover Road/ Parkfield Road	Footway/ cycle track adjacent to road, on-carriageway route and crossing
R49	Parkfield Road	Footway/ cycle track adjacent to road, on-carriageway route and crossing
R50	Newbold Quarry	Path/ cycle track through open space
R51	Newbold Road	Footway/ cycle track adjacent to road and on-carriageway route
R52	A426 Leicester Road links	Footway/ cycle track adjacent to road and crossing
R53	Technology Drive	Footway/ cycle track adjacent to road and crossing
R54	Mill Road	Various measures tbc
R55	Church Walk	Path/ cycle track through open space
R56	Fleet Crescent and Kingsley Avenue	On-carriageway cycle route
R57	Hillmorton Road	On-carriageway cycle route
R58	Paddox Schools links	On-carriageway cycle route
R59	Footpath (Hillmorton Road - High Street)	Path/ cycle track through open space
R60	South West Rugby links	Path/ cycle track through open space
R61	A4071 (Potsford Dam - Draycote Road)	Footway/ cycle track adjacent to road
R62	Bridleway (A45 Coventry Road - Windmill Lane)	Path/ cycle track through open space
R63	A428 Rugby Road (Long Lawford)	Footway/ cycle track adjacent to road
R64	Reservoir Road	On-carriageway cycle route and crossing
R65	John Thwaites Close	On-carriageway cycle route
R66	Buchanan Road/ Wentworth Road	Footway/ cycle track adjacent to road
R67	Rugby Gateway	Path/ cycle track through open space

Table R7: Proposed connections to Coventry

Ref	Coventry connections	Type
	Potential schemes	
Cy01	Ansty Park	Footway/ cycle track adjacent to road
Cy02	Binley Woods - Coventry East	Footway/ cycle track adjacent to road
Cy03	A45 Tollbar End	Footway/ cycle track adjacent to road
Cy04	A423 Oxford Road (Tollbar End - Ryton)	Footway/ cycle track adjacent to road and path/ cycle track through open space
Cy05	Bridleway (Walsgrave - Ansty Park)	Path/ cycle track through open space
Cy06	Brandon Marsh Link	Path/ cycle track through open space





## Part 2 ▶ Stratford-on-Avon



### 1. The Current Situation

The District of Stratford-on-Avon covers a large rural area, adjoining the counties of Worcestershire, Gloucestershire, Oxfordshire and Northamptonshire, and the Metropolitan Borough of Solihull. In the north of the district, there are strong links with the West Midlands conurbation and larger urban centres such as Redditch, Solihull, Warwick, and Leamington. The landscape varies from the Heart of England Forest in the northwest of the district, to the floodplains of the Rivers Arrow and Avon to the 800 square miles of the Cotswolds Area of Outstanding Natural Beauty in the southeast.

The principal town of Stratford-upon-Avon has a small resident population compared to many other market towns, but it accommodates a substantial number of visitors every year. Before the 2020 pandemic, this historic town was attracting **2.7million trips per year** (including 2.5million day trips).

Tourism is therefore a key part of the local economy. However, the district is also home to major bicycle and car companies (Pashley Cycles in Stratford-upon-Avon and Jaguar Land Rover and Aston Martin Lagonda at Gaydon) as well as businesses and training facilities associated with agriculture such as Morton Morrell College and University of Warwick Wellesbourne Campus (previously Horticultural Research Institute) and headquarters of NFU Mutual near Stratford.



Coughton Court on National Cycle Network Route 5

The rural nature of the area, an older population and the significant influx of visitors present challenges for active travel in the wider district.

However, there are some opportunities to support more walking, and to some extent cycling, within the towns (particularly in combination with public transport) as well as considerable opportunities to promote and develop walking and cycling as part of a rural leisure 'offer', for residents as well as visitors.

## Population and health

There were 134,725 residents in the Stratford-on-Avon District at the **2021 Census**. This is a significant increase in numbers (11.8%) from 2011, and much higher than England (6.6%). Only a small proportion of people actually reside in the town of Stratford-upon-Avon, which had a built-up area population of 28,120 in 2021. There are several smaller towns and villages and a fairly dispersed rural population

*Table S1: Population of principal built-up areas in Stratford-on-Avon District*

Town	Population (Census 2021)
Stratford-upon-Avon	28,120
Southam	8,110
Wellesbourne	7,020
Alcester	6,425
Studley	6,040
Shipston-on-Stour	5,850
Bidford-on-Avon	5,825

At the 2021 Census, the average (median) age in Stratford-on-Avon District was 48, a 2-year increase from 2011, and considerably older than the England average of 40. This reflects an ageing local population and in-migration of retirees. The District is less diverse than more urban areas within Warwickshire; the proportion of 'White British' people was 95.5% in 2021, substantially higher than 77% in the wider West Midlands (metropolitan area and shire counties) and slightly above the 89.1% for Warwickshire.

The 2021 Census asked residents to rate their own health on a scale of 'very good' to 'very bad'. In Stratford-on-Avon District, 85.8% of residents described their health as 'good' or 'very good', similar to the overall figure for Warwickshire of 82.2%.

Data from the Active Lives Adult Survey (Sport England) shows that 69.8% of adults (aged 18+) in Stratford-on-Avon District are physically active (undertaking the minimum recommended activity of 150 minutes of moderate intensity equivalent physical activity per week). This compares to 67.1% in Warwickshire and 67.3% in England. 65.1% of Stratford-on-Avon District adults are classified as overweight or obese (where BMI is greater than or equal to 25kg/m<sup>2</sup>). This compares with 66.2% for Warwickshire and 63.8% for England. The NHS National Child Measurement Programme shows that 31.5% of Stratford-on-Avon District children in Year 6 are overweight or obese, compared to 36% in Warwickshire and 37.8% in England.

## Travel patterns

Whereas the 2021 Census provides reliable data about population, the information collected on **travel patterns** needs to be considered with caution due to:

- Responses being collected during the coronavirus (COVID-19) pandemic. Restrictions on travel ended later in 2021.
- Increase in home working.
- Smaller numbers due to people on furlough, temporarily not working.
- Confusion over whether the Census question guidance was followed; some people may have provided travel information for the last time they worked, or they may have answered based on their behaviours on Census Day.
- 2011 results included those aged 16-74 in employment, whereas the 2021 Census included people aged 16 and over in employment.

Travel to work data from both 2011 and 2021 is therefore described below.

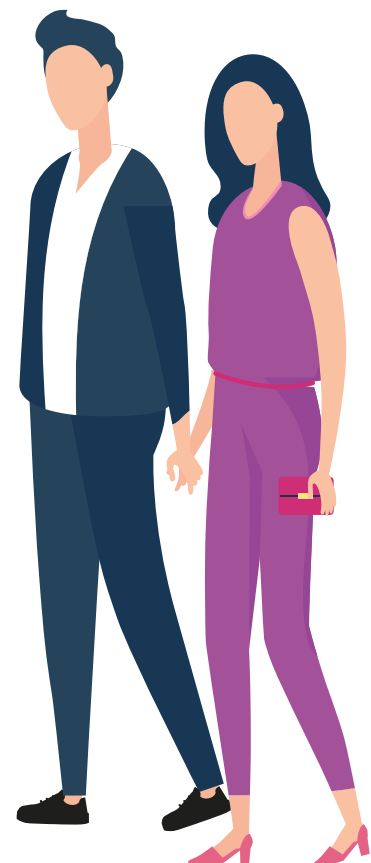
In 2011, driving a car or van was the most popular mode of travel for commuting to work by Stratford-on-Avon District residents (67.8% of the working population aged 16-74 years). 3.8% of the working population used public transport to get to work. For a largely rural area, Stratford-on-Avon District had good levels of walking and cycling in the 2011 Census; 10.4% of people walked to work and 2.2% cycled. 10% worked mainly at or from home.

In 2021, driving a car or van remained popular but the numbers and proportions were affected by the pandemic: 47.4% of the working population aged 16 years and over, travelled to work by car or van. 1% of the working population used public transport to get to work, 6.8% of people walked to work and 1.2% cycled. 39.5% worked mainly at or from home.

Car ownership increased slightly in Stratford-on-Avon District between 2011 and 2021. 11.1% of households did not own a car or van in 2021, compared with 12.8% in 2011. 51.5% owned 2 or more cars and vans compared with 50% in 2011.

Travel habits from the Active Lives Adult Survey (Sport England) showed:

- 14% of Stratford-on-Avon District adults walk for travel at least three days per week. This is similar to 13.6% in Warwickshire and just under the 15.1% in England.
- 1.3% of Stratford-on-Avon District adults cycle for travel at least three days per week, compared to 1.6% in Warwickshire and 2.3% in England. (2019/20)



## Road Safety

Table S2: Road traffic collisions between January 2016 and December 2020, involving pedestrians and cyclists, Stratford-on-Avon District

Year	Pedestrian casualties				Cyclist casualties				Total
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
2016	1	9	12	<b>22</b>	2	9	30	<b>41</b>	<b>63</b>
2017	2	8	15	<b>25</b>	1	7	20	<b>28</b>	<b>53</b>
2018	3	16	15	<b>34</b>	0	15	26	<b>41</b>	<b>75</b>
2019	2	11	21	<b>34</b>	0	5	11	<b>16</b>	<b>50</b>
2020	0	8	10	<b>18</b>	0	5	15	<b>20</b>	<b>38</b>
<b>Total</b>	<b>8</b>	<b>52</b>	<b>73</b>	<b>133</b>	<b>3</b>	<b>41</b>	<b>102</b>	<b>146</b>	<b>279</b>

The number of pedestrian and cyclist casualties in Stratford-on-Avon District fluctuated between 2016 and 2020, although 2020 saw a substantial decrease in pedestrian casualties. Overall collision numbers are fairly low, and therefore some caution is needed when analysing the data.

There is no clear pattern regarding the time of year of pedestrian and cyclist collisions over the 5 years, although for cyclists, there were less collisions in the winter months. In terms of time of day, there were slightly more collisions involving pedestrians and cyclists between 8am-9am in the morning, and in the afternoon from 12pm to 7pm. 80% of all pedestrian and cyclist collisions were during hours of daylight.

The majority of pedestrian and cyclist collisions occurred away from crossings. Most pedestrian collisions did not occur at junctions, but over half of all cyclist collisions were at junctions.

Fortunately the number of collisions in Stratford-on-Avon District is generally low. Figures S1 to S3 map the locations of collisions in Stratford-upon-Avon, Henley-in-Arden and Bidford-on-Avon between 2016 and 2020. This information has been used to focus on specific areas and to support the LCWIP proposals for future infrastructure to improve road safety outcomes. In addition to these walking, wheeling and cycling schemes, road safety intelligence will be used to identify and implement specific casualty reduction schemes at locations with a significant history of injury collisions.



Figure S1: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Stratford-upon-Avon

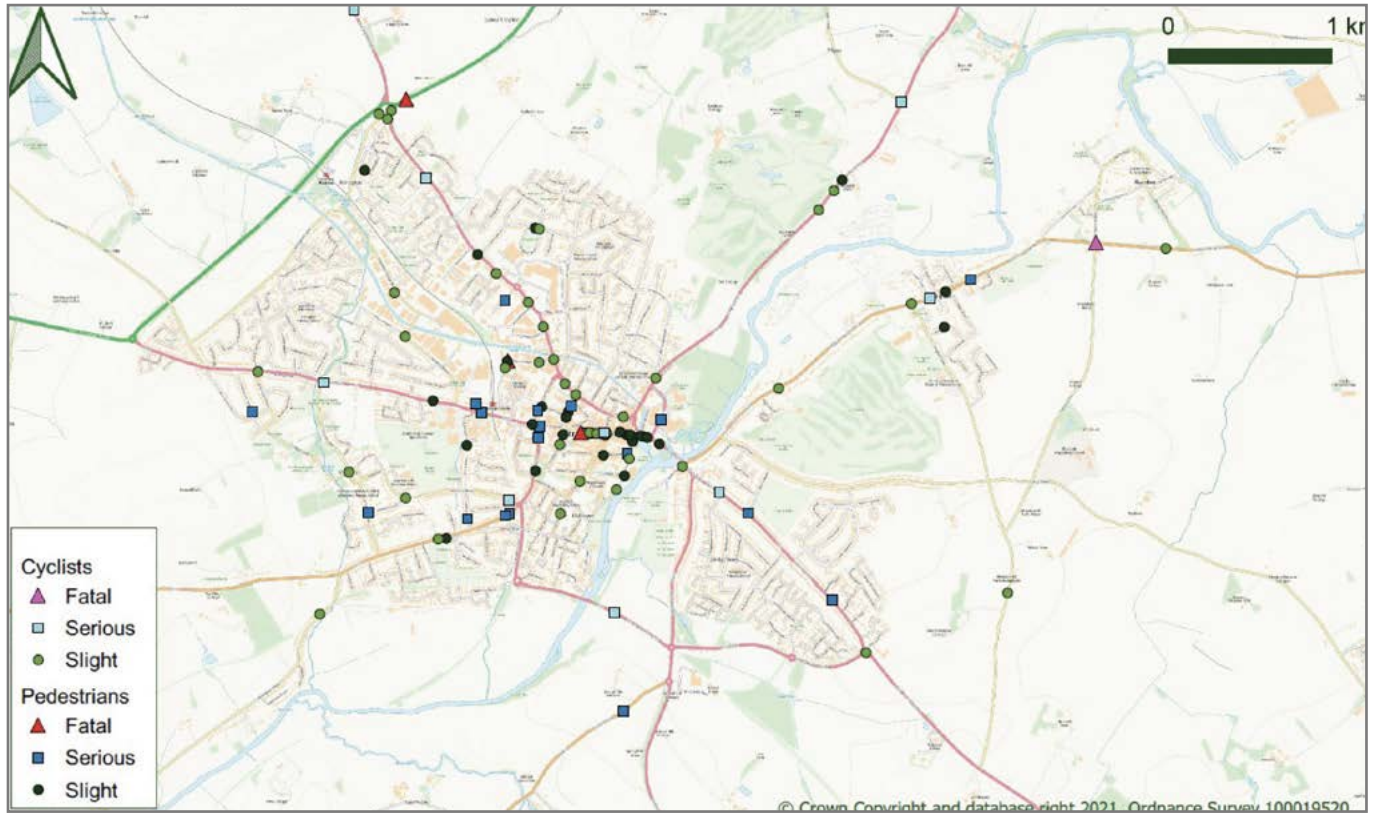


Figure S2: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Henley-in-Arden

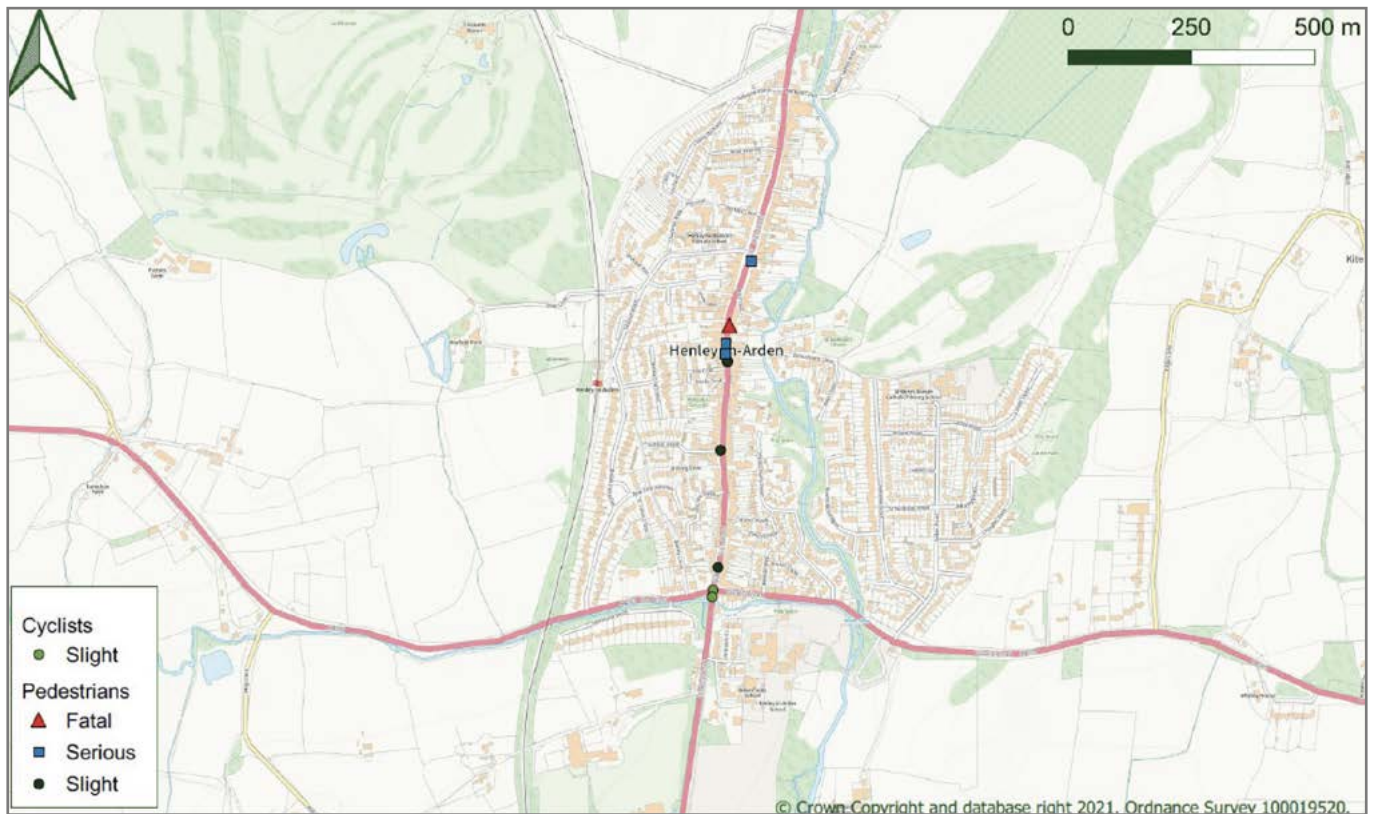
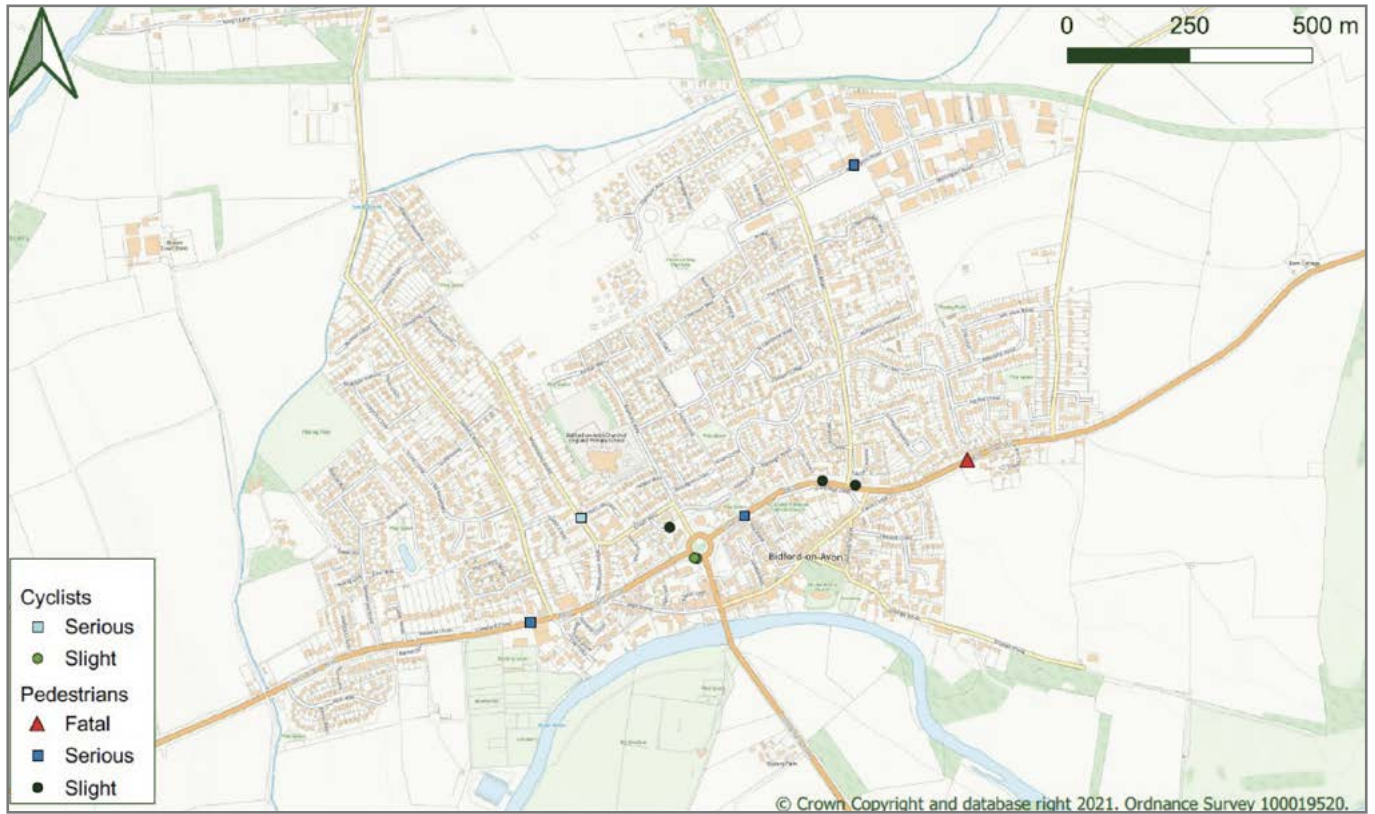




Figure S3: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Bidford-on-Avon



## Physical barriers

Figure S4: barriers to walking and cycling in Stratford-on-Avon District

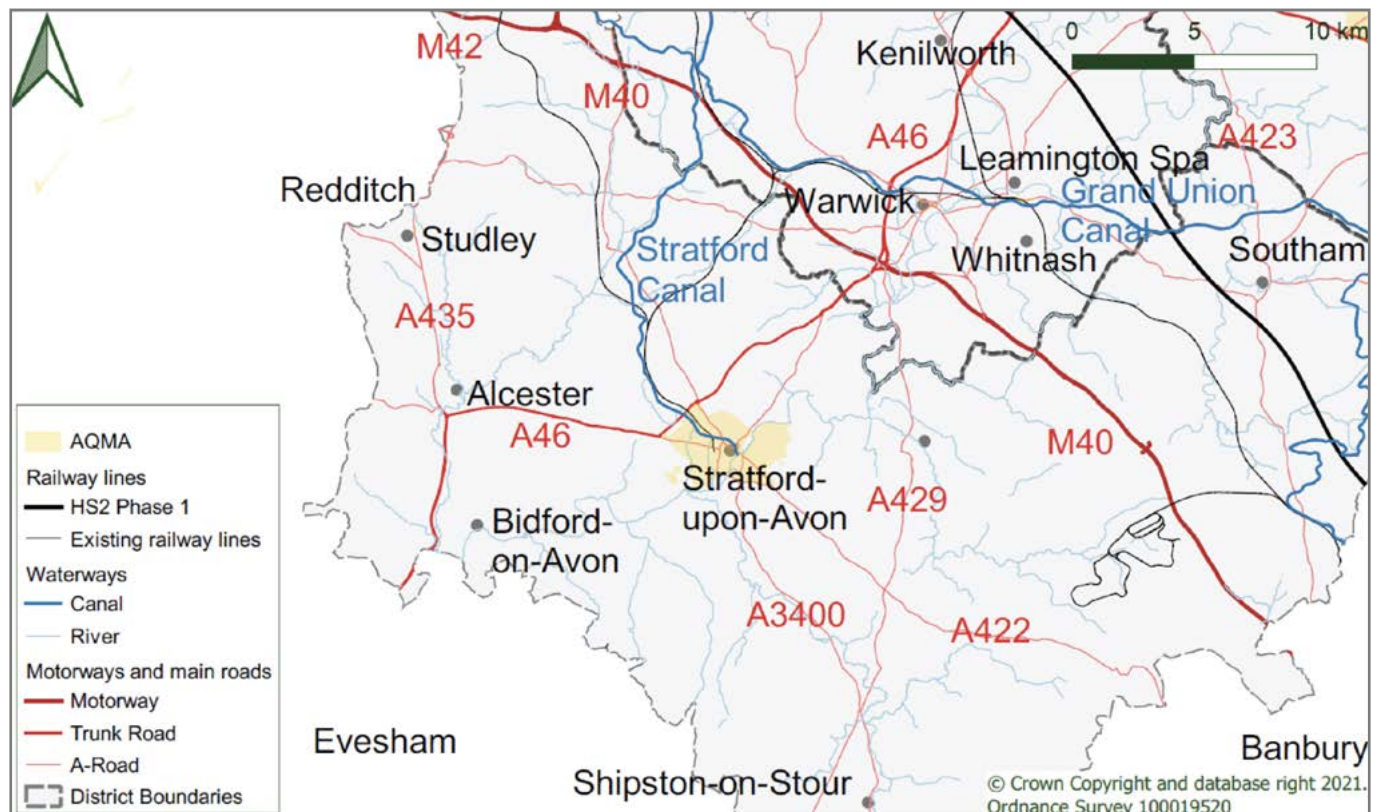


Figure S4 shows the main barriers to walking and cycling movements within the District of Stratford-on-Avon; main roads and motorways; rivers and canals; and railways, including HS2. These barriers can cause community severance and 'funnel' pedestrians and cyclists (and motor traffic) into a limited number of crossing points. Figure S4 also shows the Stratford Air Quality Management Area (AQMA) which covers the whole town and some surrounding areas.

Specific problems in Stratford-on-Avon District are:

- River Avon – this has limited crossing points and historic bridges where pedestrians and cyclists share narrow carriageways with motor traffic. Specific pinch points include bridges on the B4085 at Bidford-on-Avon, Welford-on-Avon, A4390 Seven Meadows Road (Stratford), A3400 Clopton Bridge (Stratford) and Hampton Lucy.
- M40 which runs northwest to southeast across the District.
- A435 which presents a barrier to travelling west in the Studley, Alcester and Bidford-on-Avon areas.
- A46 on the north side of Stratford-upon-Avon.
- HS2 which cuts across routes between Southam and Stratford-upon-Avon.

Some physical barriers also present opportunities in terms of providing linear corridors, for example the Stratford Canal towpath.

Warwickshire County Council is working in partnership with National Highways and HS2 to try and reduce the impact of road and rail barriers, to identify safe interfaces with walking, cycling and horse-riding routes and seek appropriate investment through National Highways Designated Funds and HS2 Road Safety Fund.

The built-up area of Stratford-upon-Avon and a short section of the A435 through Studley are designated as Air Quality Management Areas (AQMAs) in response to high levels of nitrogen dioxide.

More detailed assessment of barriers within individual settlements has been undertaken for the [South Warwickshire Local Plan](#). This information is used to grade potential development sites on a 5-point scale between best and poorest connectivity.

## Existing facilities and networks

The towns and villages in the Stratford-on-Avon District area are connected by a network of main roads and local streets managed by Warwickshire County Council. The A435 forms part of the [Major Road Network \(MRN\)](#). The District is traversed by the M40 motorway which is part of the [Strategic Road Network \(SRN\)](#) managed by National Highways (Area 9). The SRN includes the A46 and a short section of M42.

Warwickshire County Council is progressing the following major highway projects:

- **A3400 Birmingham Road corridor:** various junction and crossing improvements and wider cycle tracks, between A46 Bishopton Roundabout, Maybird shopping centre, Regal Road roundabout and Guild Street. Phase 1, completed in 2022, includes a segregated cycle track.
- **West of Shottery Relief Road (WRR):** this supports the West of Shottery development, and links Evesham Road and Alcester Road. New footways and cycle provision will be included along certain sections of this route. Some sections are currently under construction.
- **South Western Relief Road (SWRR):** connecting the A3400 Shipston Road to the B4632 Campden Road and beyond to the Western Relief Road. There will be cycle and pedestrian facilities on some sections.
- **A439 Stratford - Warwick Road:** measures to reduce road traffic collisions including changes to speed limit and extension of footway/ creation of cycle track.

Other highway schemes and junction improvements are being provided as part of new developments including the new villages at Meon Vale and Long Marston Airfield south of Stratford-upon-Avon.



Table S3: footway hierarchy, Warwickshire

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

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 S3) 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.

In the towns and village centres, there is good pavement provision and street lighting. 20mph limits have been introduced in selected areas including the villages of Tanworth-in-Arden and Fenny Compton. A temporary 20mph limit in Stratford-upon-Avon town centre, introduced in 2020 during the Covid-19 pandemic, remains in place. Stratford-upon-Avon town centre benefits from 'pedestrian priority' on Henley Street and large areas of pedestrian space and paths on both sides of the River Avon, with two connecting footbridges: the Tramway Bridge and Lucy's Mill Bridge, which has stepped access.

The total length of dedicated cycling infrastructure in Stratford-on-Avon District is approximately 33 miles. This includes disused railway lines (5 miles along the Stratford Greenway and 3 miles of Lias Line) but excludes the signed on-road sections of National Cycle Network routes which make up a further 142 miles.

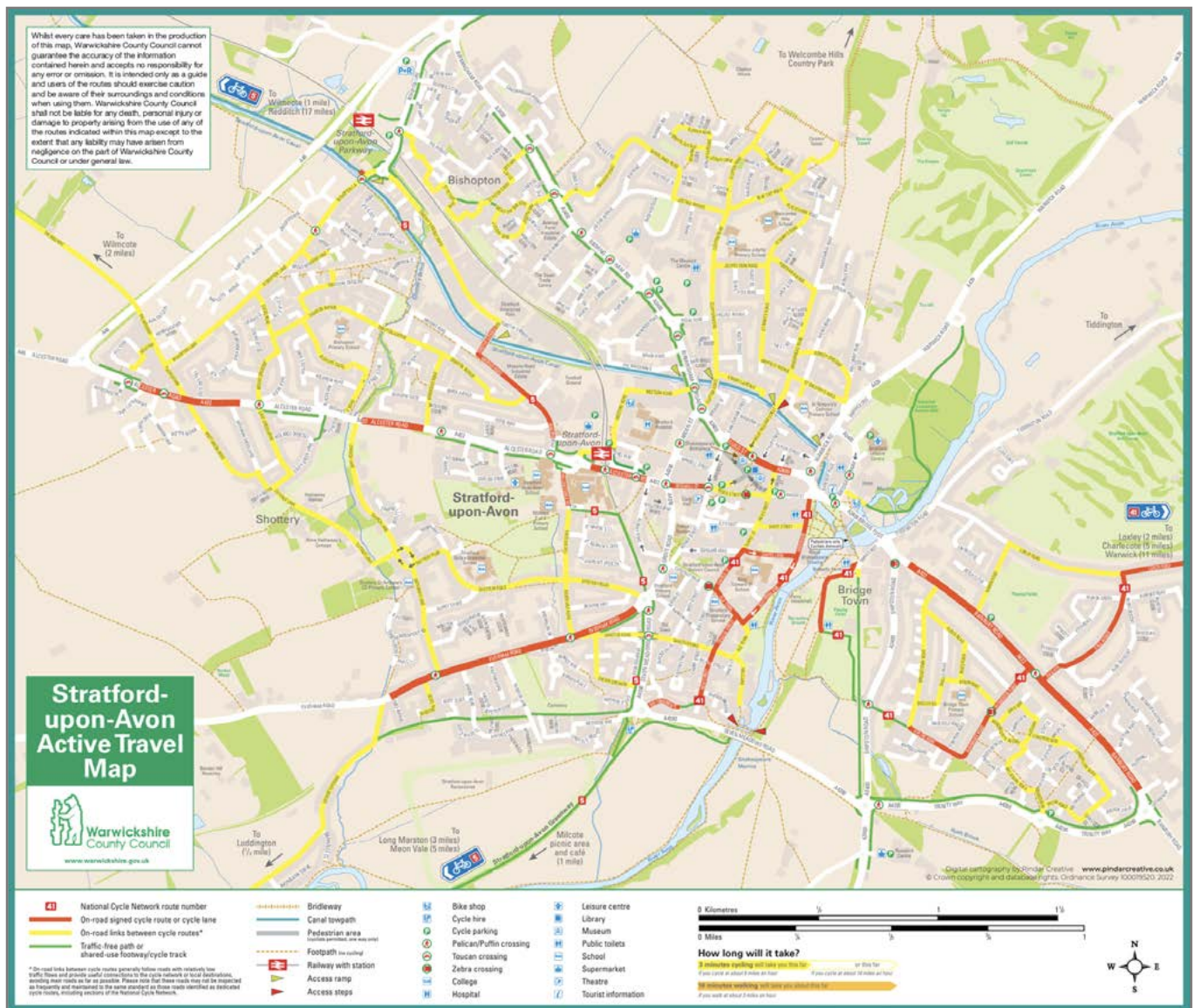
The National Cycle Network routes in Stratford-on-Avon District comprise:

- NCN41 (Bristol – Rugby): connecting Leamington and Warwick to Stratford and Rugby. The majority of this is on road, but there is a traffic-free section along the towpath of the Grand Union Canal at Long Itchington. It will be realigned to the newly completed section of Lias Line in future.
- NCN 5 (Birmingham - Oxford): connecting Redditch to Stratford via Studley and Wilmcote, and Stratford to Banbury via Long Marston and Shipston-on-Stour. This includes traffic-free sections on the Stratford Canal (between Wilmcote and Stratford) and the Stratford Greenway.
- NCN 48 (Stow-on-the-Wold – Shipston-on-Stour) connecting the Gloucestershire towns of Stow-on-the-Wold and Moreton-in-Marsh with Shipston-on-Stour and Bishop’s Itchington. A section of on-road signed route near Southam has recently been downgraded by Sustrans, leaving a gap between Bishop’s Itchington, Southam and Long Itchington (where the former NCN Route 48 connected with NCN Route 41).

Other cycling infrastructure is focussed within the town of Stratford-upon-Avon (see Figure S5) and is a mixture of on-carriageway cycle lanes, shared use footways/ cycle tracks adjacent to main roads and shared use paths through open spaces. The quality of existing cycle routes is mixed and there are some key gaps, most notably across the River Avon. There are short sections of shared use footways/ cycle tracks in Studley and Alcester and within new housing developments in Bidford-on-Avon, Meon Vale, Southam, Kineton and Lighthorne Heath/ Gaydon.



Figure S5: Stratford-upon-Avon Active Travel Map, online version 2022



The Stratford Canal is already available for walking and cycling. The surface condition and towpath widths are variable, and there are steps at many of the access points.

There is currently a reasonable provision of public cycle parking in town centres and railway stations. Secure, long-stay cycle storage at public transport interchanges is important in ensuring that active travel can form part of longer distance journeys.

There are eleven railway stations within Stratford District, although some are request stops only. There are regular weekday services to Birmingham and Solihull, and a 2-hourly service between Stratford-upon-Avon and London Marylebone via Leamington Spa. The stations vary in terms of accessibility for pedestrians and cycle storage (see Table S3). Improvements are planned for Henley in Arden Station including regeneration of the currently derelict station building.

Table S4: station facilities in Stratford-on-Avon District

Station	Access	Cycle Parking
Bearley	Step free access via steep ramp	None
Claverdon	Step free access via steep ramp	None
Danzeley (Request Stop)	Step free access to one platform	10 spaces, covered
Earlswood	Step-free access	None
Henley-in-Arden	Step free access to one platform	8 spaces, covered, CCTV
Stratford-upon-Avon Parkway	Step-free	12 spaces, covered, CCTV
Stratford-upon-Avon	Step-free access	80 spaces, covered, CCTV
The Lakes (Request Stop)	Step-free access	None
Wilmcote	Step free access to one platform	10 spaces covered
Wood End (Request Stop)	Step-free access	None
Wootton Wawen (Request Stop)	Step-free access	None

Although there will be no HS2 stations within Warwickshire, Figure S4 shows how the route of HS2 cuts across the eastern side of Stratford-on-Avon District. The permanent rail line will affect many existing public rights of way and the temporary construction traffic will impact on local highways. A key interface is the A423 Ladbroke to Southam, where a new footway and cycle track are being provided to enable safe travel between these areas.





## 2. Local viewpoints on walking and cycling

### LCWIP engagement, 2021

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 S5: Questions asked in the LCWIP survey, May-July 2021

<b>Issues</b>	<b>Improvements</b>
<b>Are there any problems or issues at this location that you wish to raise?</b>	<b>How could cycling and walking conditions be improved at this location? (Choose up to 3)</b>
Cycle route needs improving	Segregated route from traffic and pedestrians
No dedicated cycling route	Provide a shared footway / cycleway
No safe crossing for cyclists	Improve on-road facilities for cycling
Missing section of cycle route	Reduce traffic speed
Gate or barrier	Reduce traffic volume
Cycle parking required	Close the road to motorised traffic
Poor surface	Provide a safe crossing point
Overgrown trees / plants	Reduce waiting time at signals
Pavement is too narrow	Improve junction for cyclists
No safe pedestrian crossing	Create more space for cycling
Cyclists riding on pavements	Create more space for pedestrians
Insufficient space for all users	Improved direction signage
Inconsiderate or illegal parking	Cut back foliage
Traffic volume or behaviour	New or improved cycle parking
Other	Remove pavement clutter
	Remove gate / barrier
	Other

Some of these options have been grouped together and then mapped for local areas – see figures S6 – S11 below which identify locations for walking, cycling and traffic issues around Stratford-upon-Avon, Bidford-on-Avon and Wellesbourne, and along the A435 corridor (Studley and Alcester).

Some of the key local issues identified from the Commonplace engagement were:

- Support for existing 'greenways' (Offchurch Greenway and Stratford Greenway) and proposals to upgrade and extend these as well as create new routes along disused railway lines (Stratford-Shipston along the old tramway and A3400 and Alcester-Evesham along an Avon and Arrow Greenway)
- Need for improved river crossings particularly in Stratford-upon-Avon
- Widespread support for walking and cycling networks in towns and villages



- Lack of footways and cycleways, or very narrow pavements, alongside main roads between towns, villages and key services. Specific examples include:
  - o Studley – Coughton – Alcester: A435, which had 152 ‘agreements’ on Commonplace (the largest number for any comment on the website)
  - o Bidford-on-Avon: B439 Stratford Road, between Bidford and health centre (27 ‘agreements’)
  - o Southam – Long Itchington: A423
  - o Stratford-upon-Avon – Tiddington: B4086 Tiddington Road
- Concern over off-road vehicles on byways and bridleways
- Speed of traffic on quiet lanes and through villages – for example Bush Heath Road and Butt Lane in Harbury (35 ‘agreements’)

Figure S6: Warwickshire LCWIP Survey: walking issues in Stratford-upon-Avon, Bidford-on-Avon and Wellesbourne

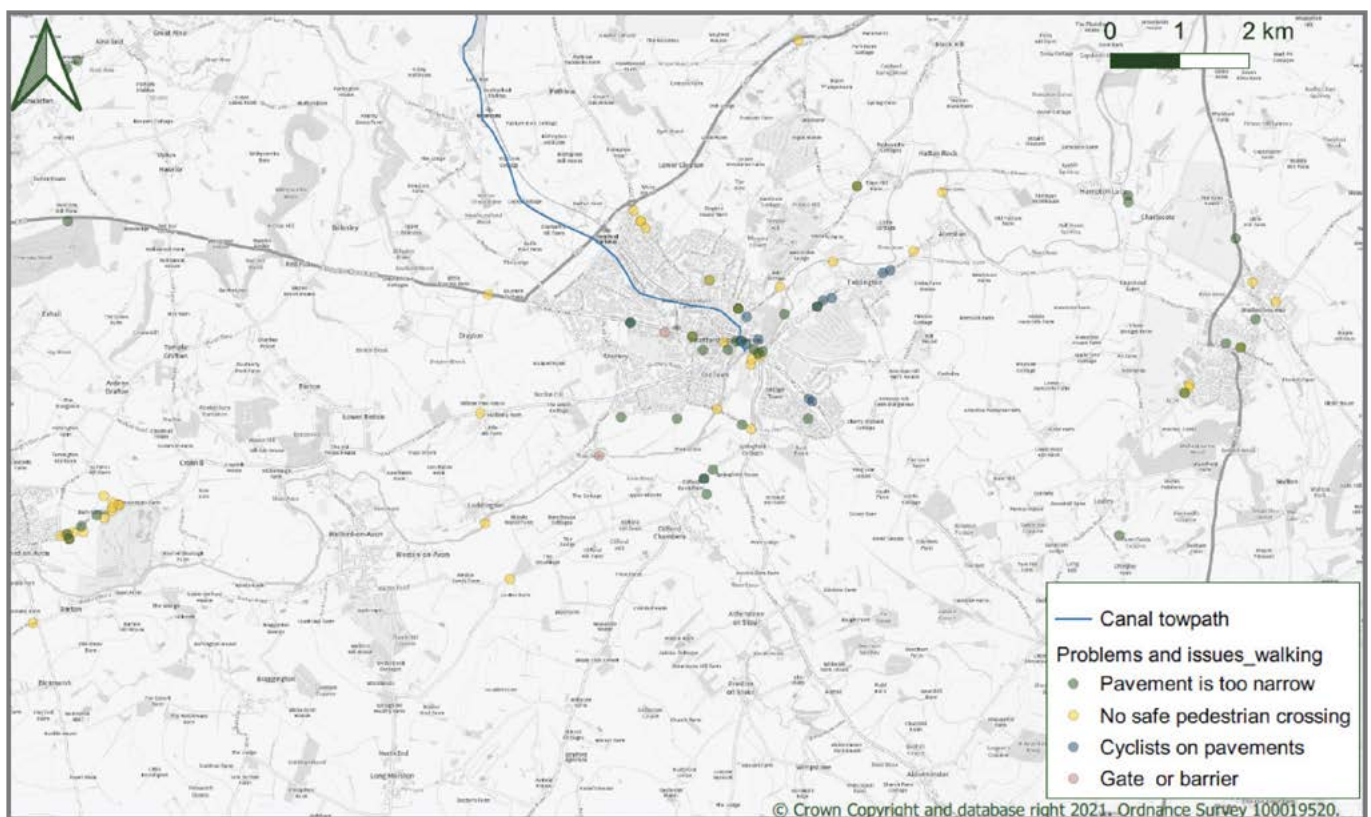


Figure S7: Warwickshire LCWIP Survey: cycling issues in Stratford-upon-Avon, Bidford-on-Avon and Wellesbourne

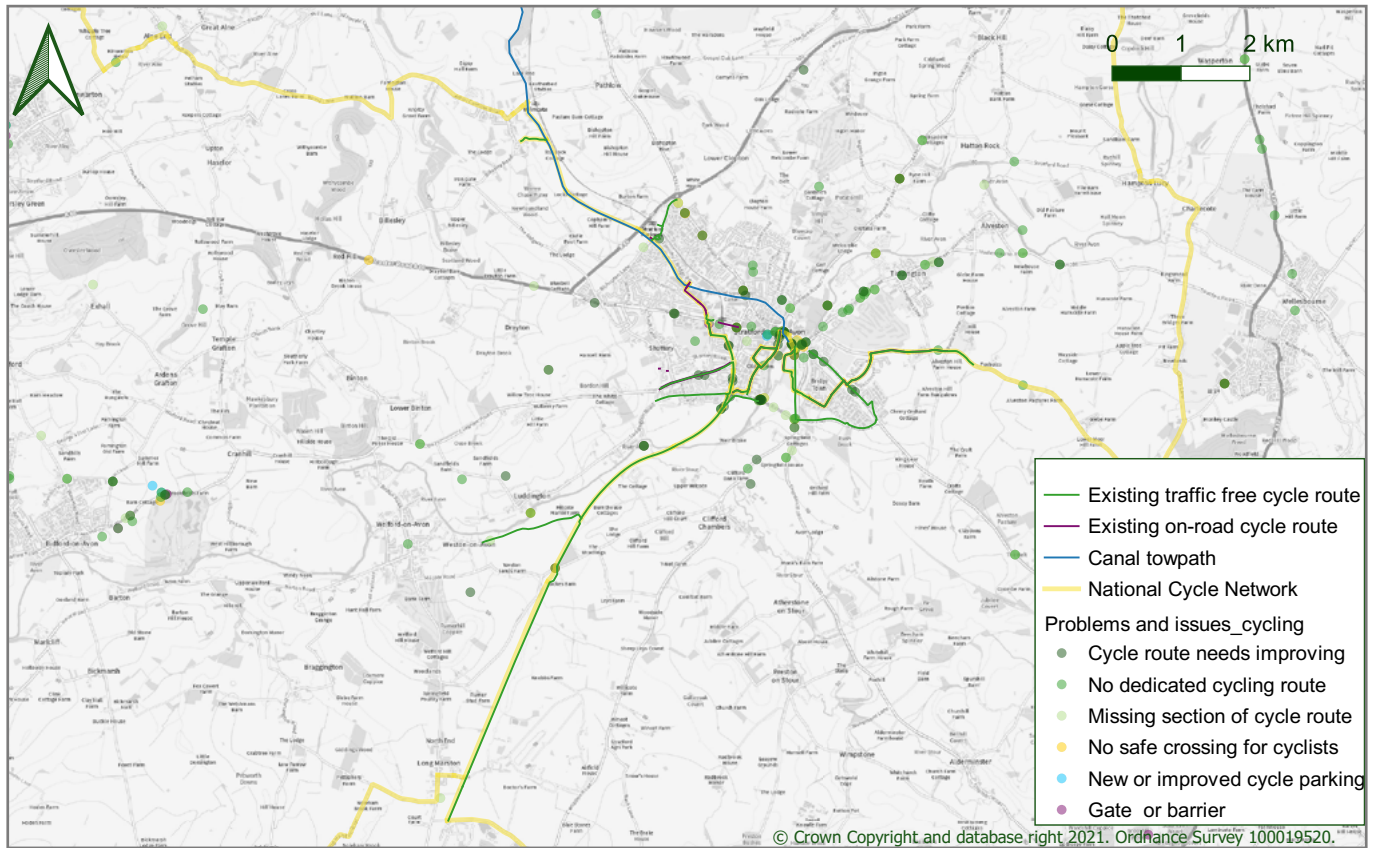


Figure S8: Warwickshire LCWIP Survey: traffic issues in Stratford-upon-Avon, Bidford-on-Avon and Wellesbourne

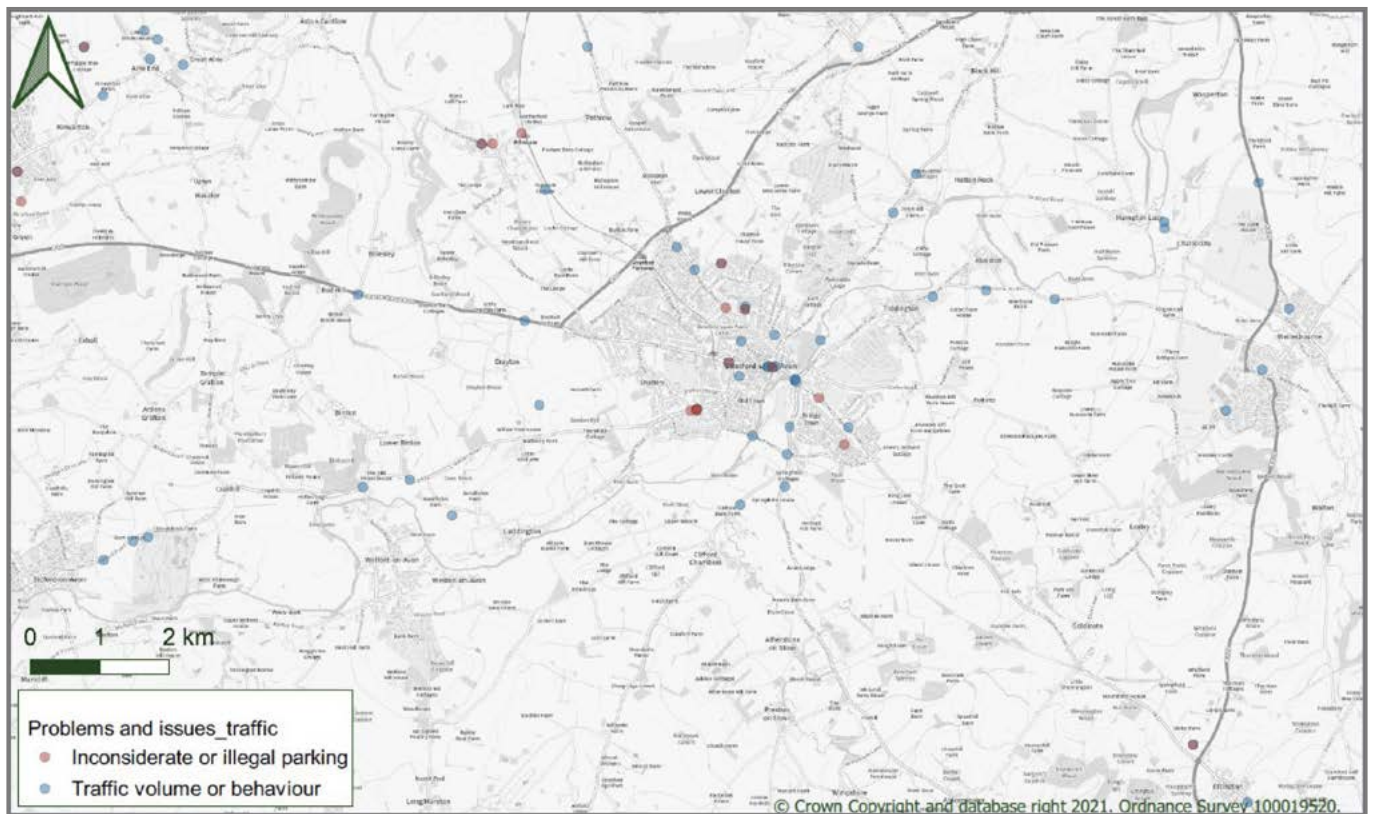


Figure S9: Warwickshire LCWIP Survey: walking issues along the A435 corridor

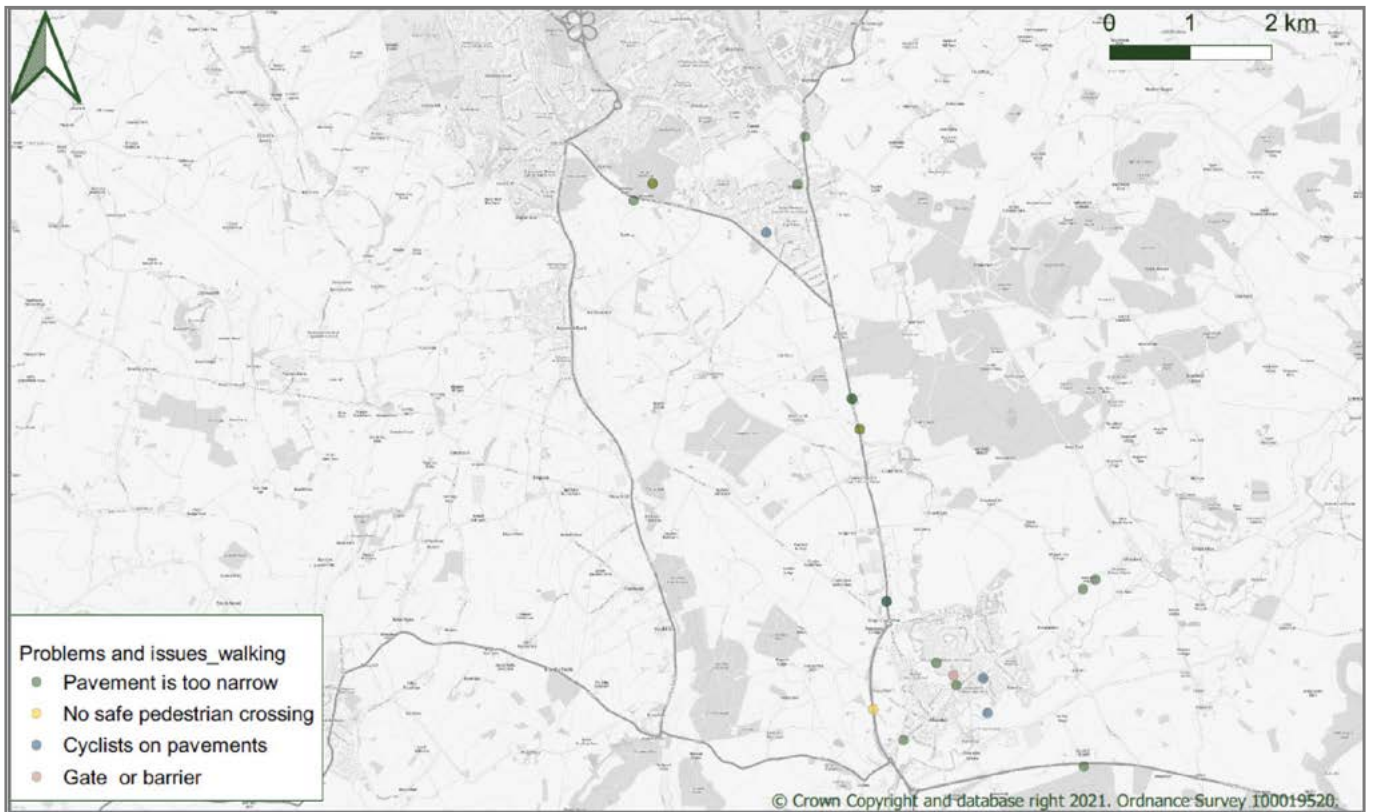


Figure S10: Warwickshire LCWIP Survey: cycling issues along the A435 corridor

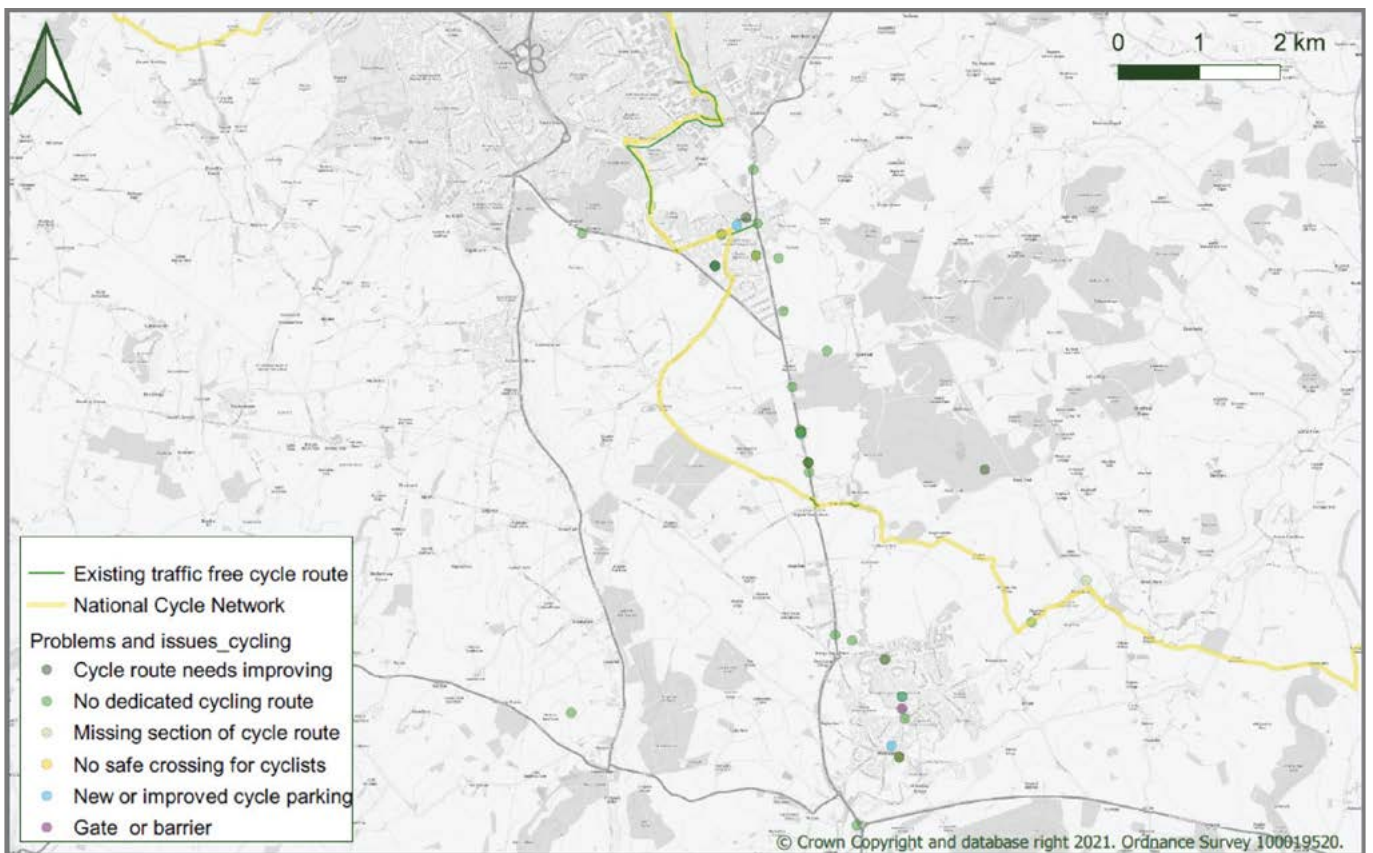
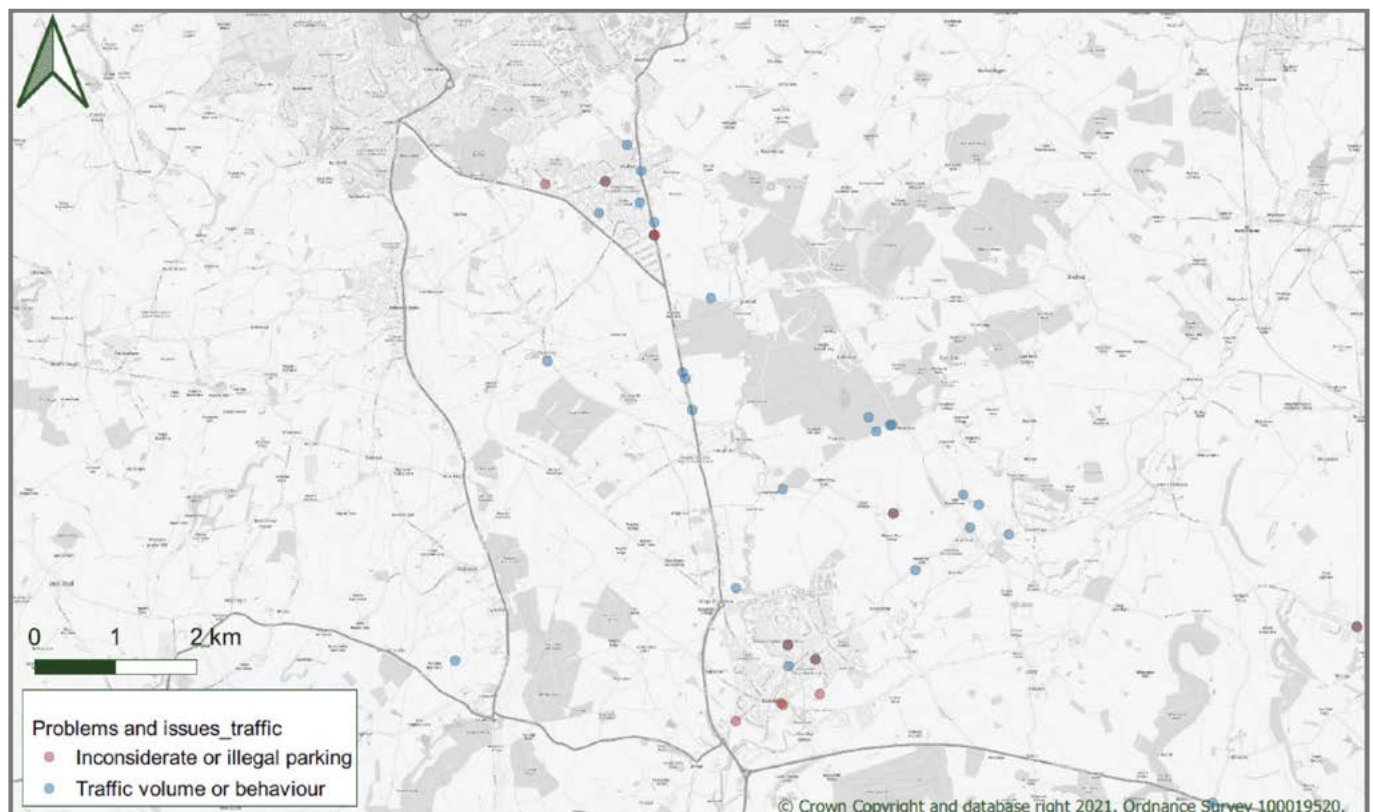


Figure S11: Warwickshire LCWIP Survey: traffic issues along the A435 corridor

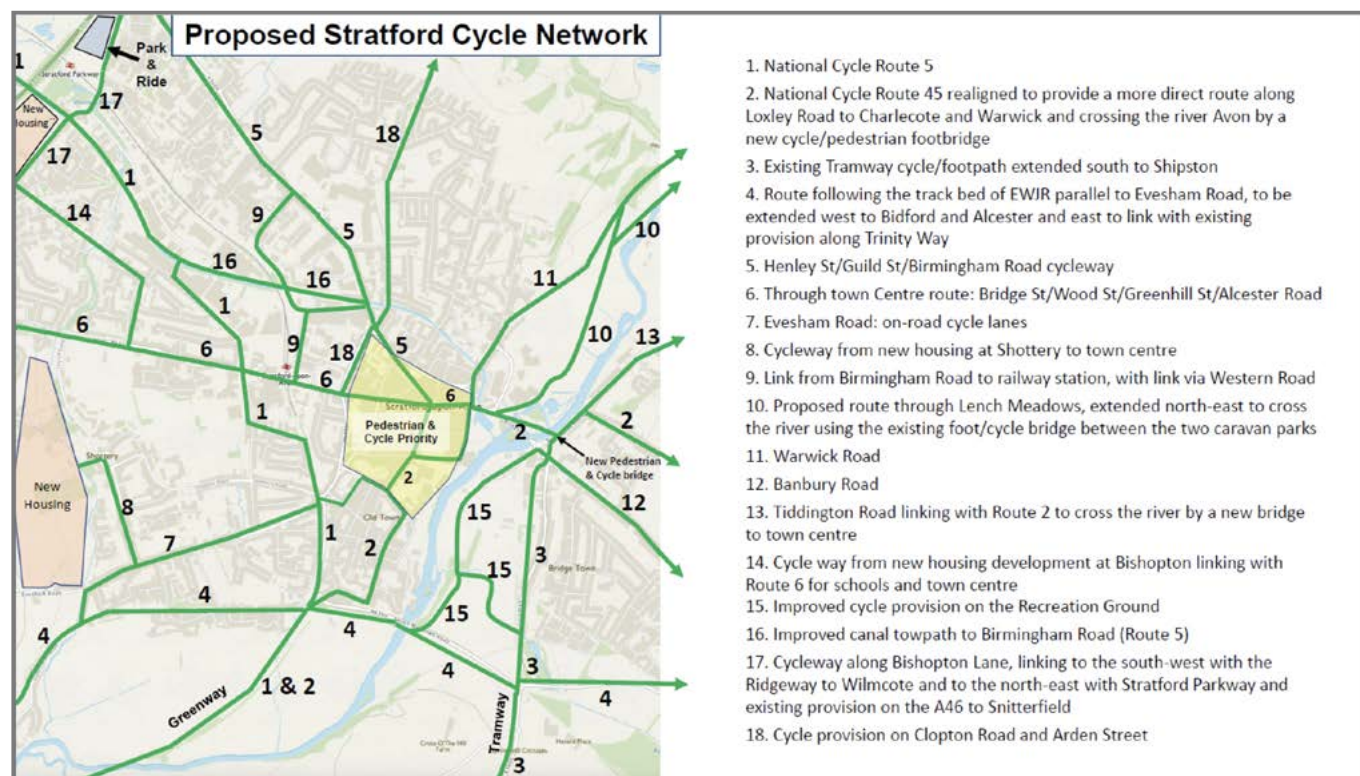


The feedback included hundreds of comments in response to the question, 'thinking about walking or cycling, are there any things that work well at this location'. Together with the identification of issues and improvements, this data provided detailed insight into the everyday problems for people on foot and cycle, as well as horse-riders, in Warwickshire. It also set out the aspirations for providing better facilities and highlighted the scale of investment required to encourage more active travel in future. The data was used at a local level to inform the route choices and priorities for the proposed walking and cycling networks, and was shared with other departments at Warwickshire County Council to use as reference for other relevant programmes of work.

In addition to the online survey, more detailed comments and network ideas were received from the Stratford Cycle Forum. Workshops also took place with HS2, the Department for Transport and their consultants regarding walking and cycling interfaces, and specific ideas for the Southam area.

A meeting with Stratford Cycle Forum took place in July 2021 to understand their suggestions in more detail. This helped to refine the local cycling network plans. Figure S12 shows the 18 routes put forward by the Forum.

Figure S12: Proposed Stratford Cycle Network, Stratford Cycle Forum, June 2021



In September 2021, the Stratford Cycle Forum identified four key priorities:

- Crossing the River Avon (Routes 2, 3, 4, 12, 13)
- Bridgeway (Routes 11 and 2)
- Bridge Street, Wood Street, Greenhill Street, Alcester Road (Route 6)
- Henley Street, Birmingham Road (Route 5)

### LCWIP consultation, 2022

Warwickshire residents and stakeholders were invited to submit comments and complete survey questions on the draft LCWIP for 8 weeks between June and August 2022. People could feedback in a variety of ways including an [online survey on Ask Warwickshire](#), drop-in sessions (Leamington Spa, Stratford-upon-Avon, Rugby, Nuneaton, Coleshill and Atherstone), online webinar and at specific meetings with organisations and individuals.

The consultation was promoted extensively by Warwickshire County Council using a variety of communication channels including emails, bulletins, newsletters, posters, fliers, media releases and social media posts (by the County Council and its partners). The consultation successfully engaged with a wide range of people, reflecting the views of residents and organisations from across the county and beyond. A total of 1,031 people responded to the online survey.

Detailed analysis of the consultation feedback was undertaken. Response levels were slightly higher in Stratford-on-Avon District. 30.1% of LCWIP consultation respondents were residents of Stratford-on-Avon District, which compares with 23.1% of Warwickshire residents who actually live in this area.

583 respondents reviewed the plans for walking infrastructure with 177 submitting comments for Stratford-on-Avon District. 71.8% of these agreed or strongly agreed with the walking plans proposed for Stratford-on-Avon District whilst 16.4% disagreed or strongly disagreed.

103 respondents provided more detailed comments, with the most common themes and requests being:

- add to or extend the proposed routes.
- criticism of lack of ambition in plans.
- support for specific routes.
- improve or better maintain existing routes
- ensure all routes are accessible/inclusive.

681 respondents reviewed the plans for cycling infrastructure with 221 submitting comments for Stratford-on-Avon District. 77.1% agreed or strongly agreed with the cycling plans proposed for Stratford-on-Avon District whilst 14.1% disagreed or strongly disagreed.

152 respondents provided more detailed comments, with the most common themes and requests being:

- add to or extend the proposed routes.
- support for specific routes.
- criticism of lack of ambition in plans.
- provide separate lanes/paths.
- ensure safety of routes/address safety concerns.

These survey comments were reviewed in detail and the walking and cycling network plans have been significantly changed to add new routes, extend the proposed routes and provide more connections and links.

People attending the LCWIP drop-in event in Stratford-upon-Avon suggested new routes and improved connections within Stratford-upon-Avon and Shipston-on-Stour. There was support for upgrading the Stratford Greenway and provision of further traffic-free routes in rural areas – including the disused railways near Bidford-on-Avon and Kineton, the Shipston disused tramway and proposed Avon-Arrow Greenway (since renamed as Two Shires Greenway).

Discussions also took place with National Highways, HS2, Sustrans, Canal and River Trust and Warwickshire Youth Council. Further emails/ detailed submissions relating to the Stratford-on-Avon District area were received from five local residents, Binton Parish Council, Clifford Chambers and Milcote Parish Council, Evesham Town Council, Harvington Parish Council, Offenham Parish Council, Rowington and Lapworth Parish Council, Shipston-on-Stour Town Council, Stratford Cycle Forum, Stratford-on-Avon District Council, Stratford-Upon-Avon Town Council, The Avon and Arrow Greenway Project, Wixford Parish Council and the University of Warwick. Several of the parish/ town councils expressed their support for the Avon and Arrow Greenway project (now renamed as Two Shires Greenway). Other feedback was received from Clean Air Warwickshire, Guide Dogs, Jaguar Land Rover, Transport for West Midlands and the British Horse Society.

## Other local feedback

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.

Stratford-on-Avon District NDPs have therefore been used as an additional source of information on local views and policy background for this LCWIP.





### 3. Stratford-on-Avon Walking Infrastructure Plan

#### Potential for walking – walking zones

Figures S13 to S20 show 'walking zones'; areas within 2km walking distance of the centres of various towns within Stratford-on-Avon District. (2km equates to just over 1 mile 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. Due to the small size of these towns, they are fairly compact and easily 'walkable', with only a few new housing growth areas beyond 2km from the town centres of Bidford-on-Avon, Stratford-upon-Avon and Wellesbourne.

Figure S13: potential for walking: 2km walking zone in Alcester

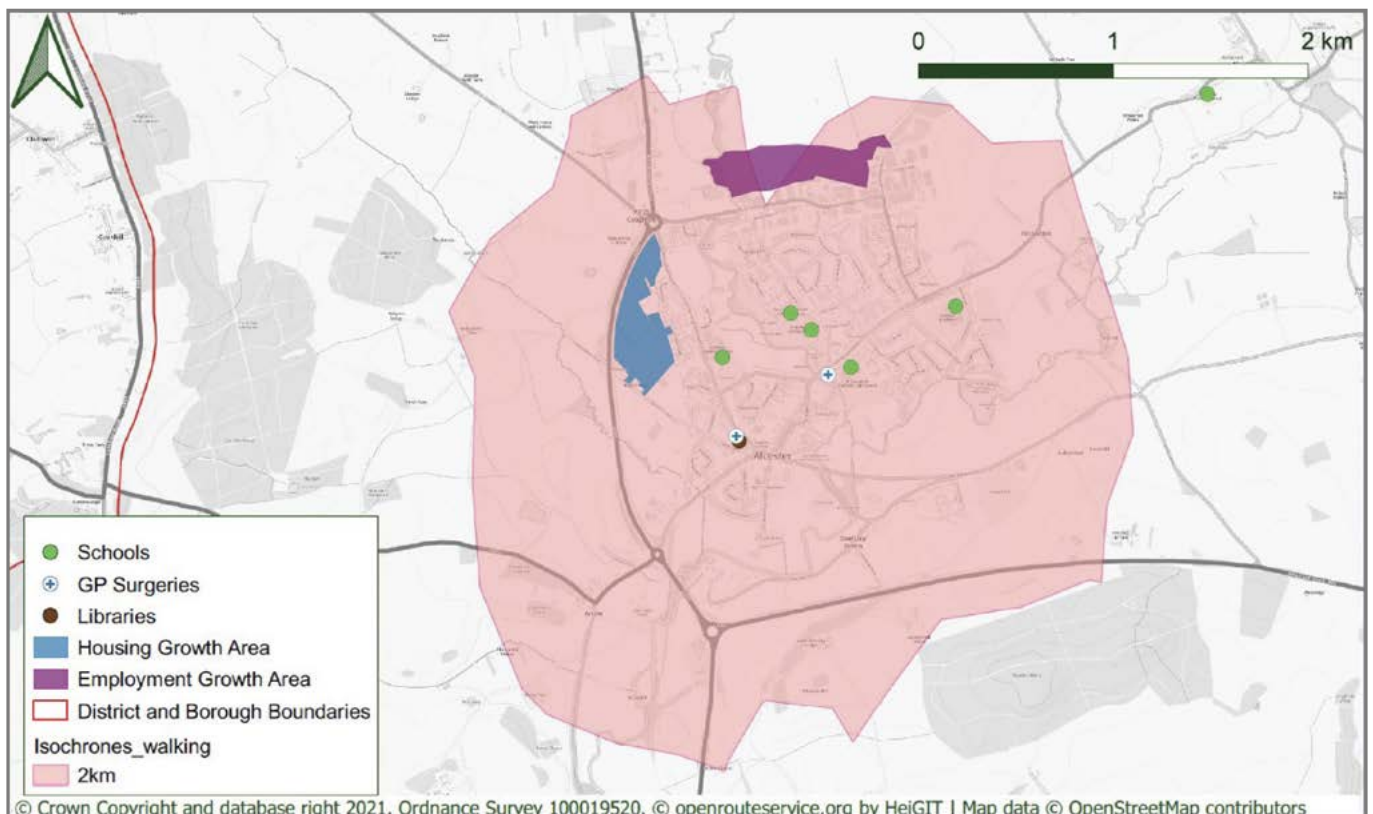




Figure S14: potential for walking: 2km walking zone in Bidford-on-Avon

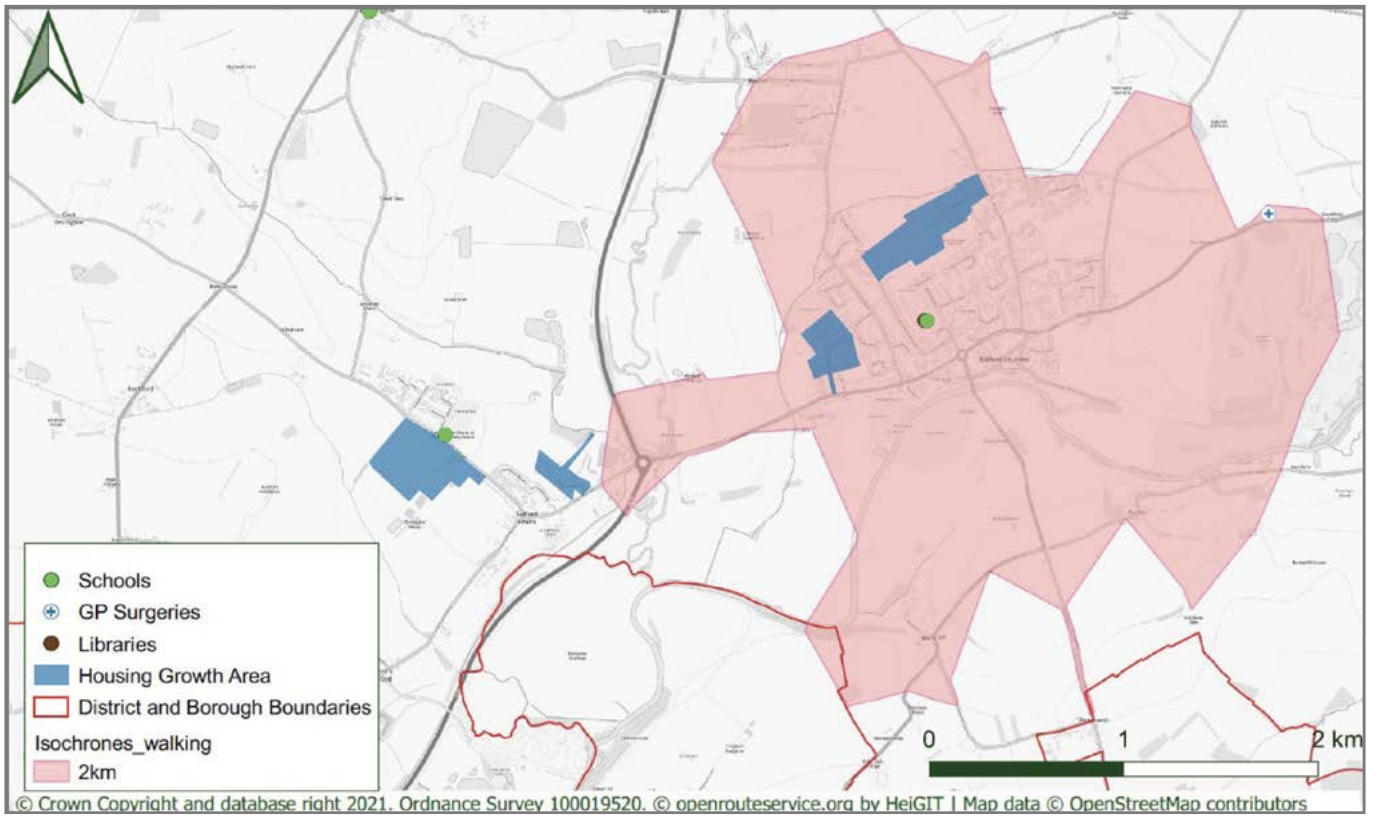


Figure S15: potential for walking: 2km walking zone in Henley-in-Arden

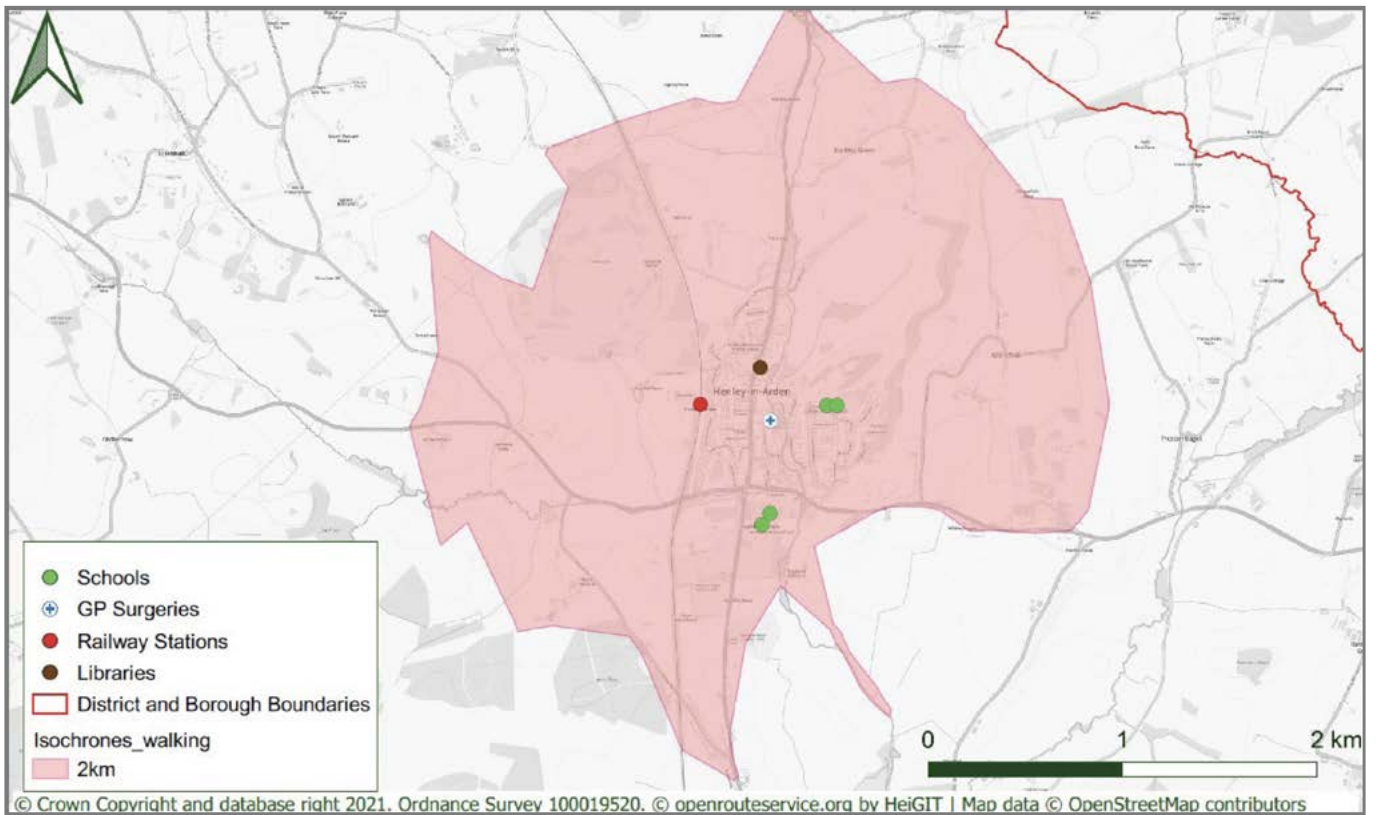


Figure S16: potential for walking: 2km walking zone in Shipston-on-Stour

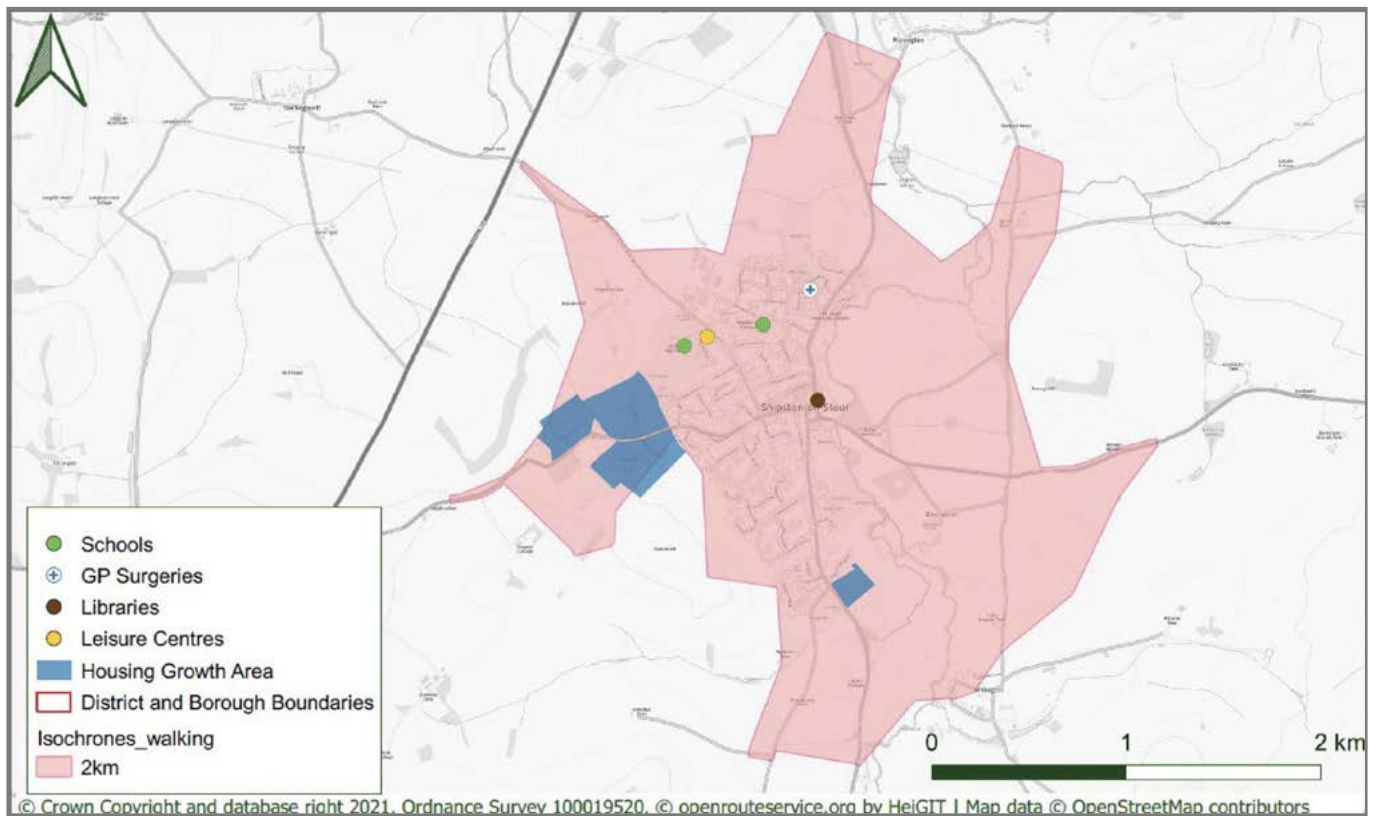


Figure S17: potential for walking: 2km walking zone in Southam

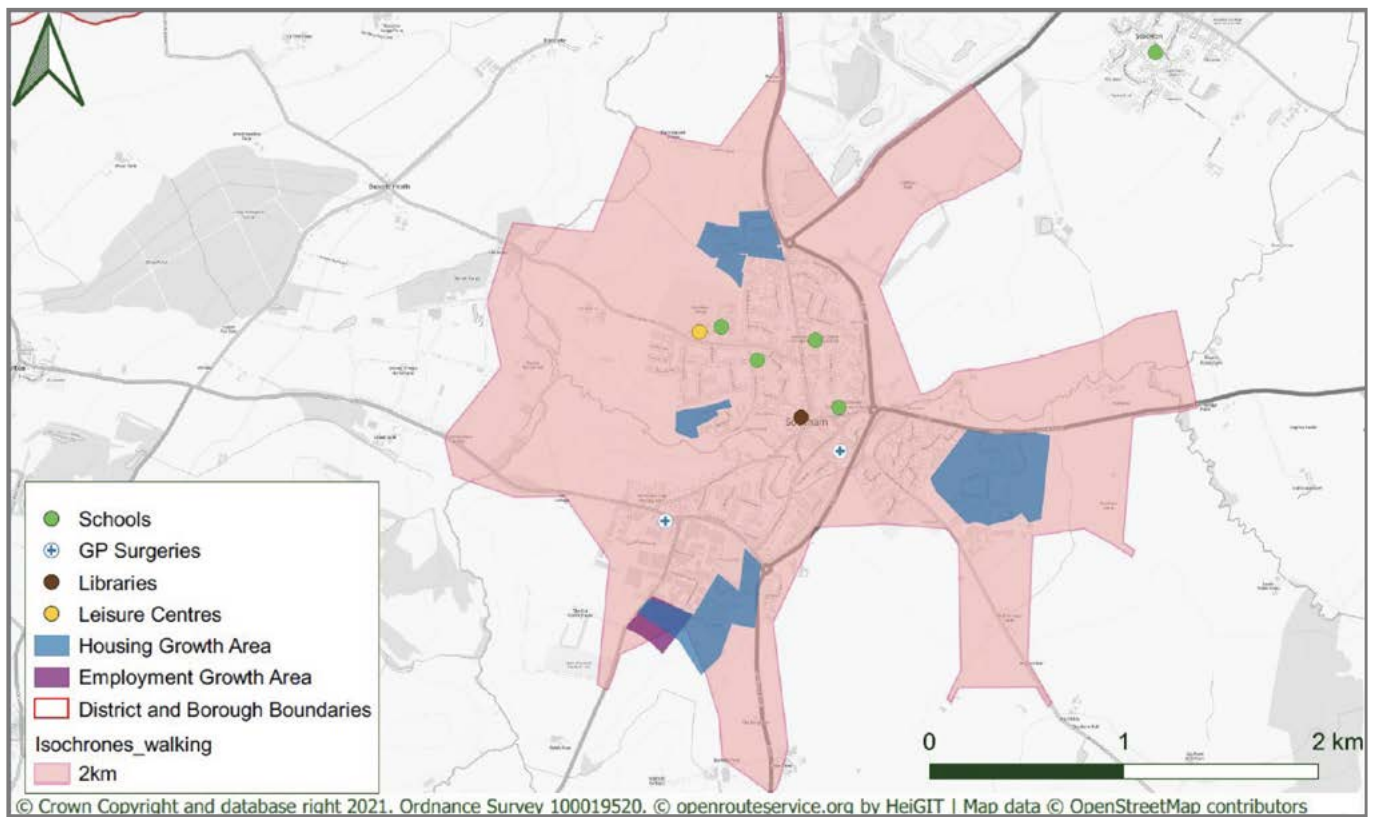


Figure S18: potential for walking: 2km walking zone in Stratford-upon-Avon

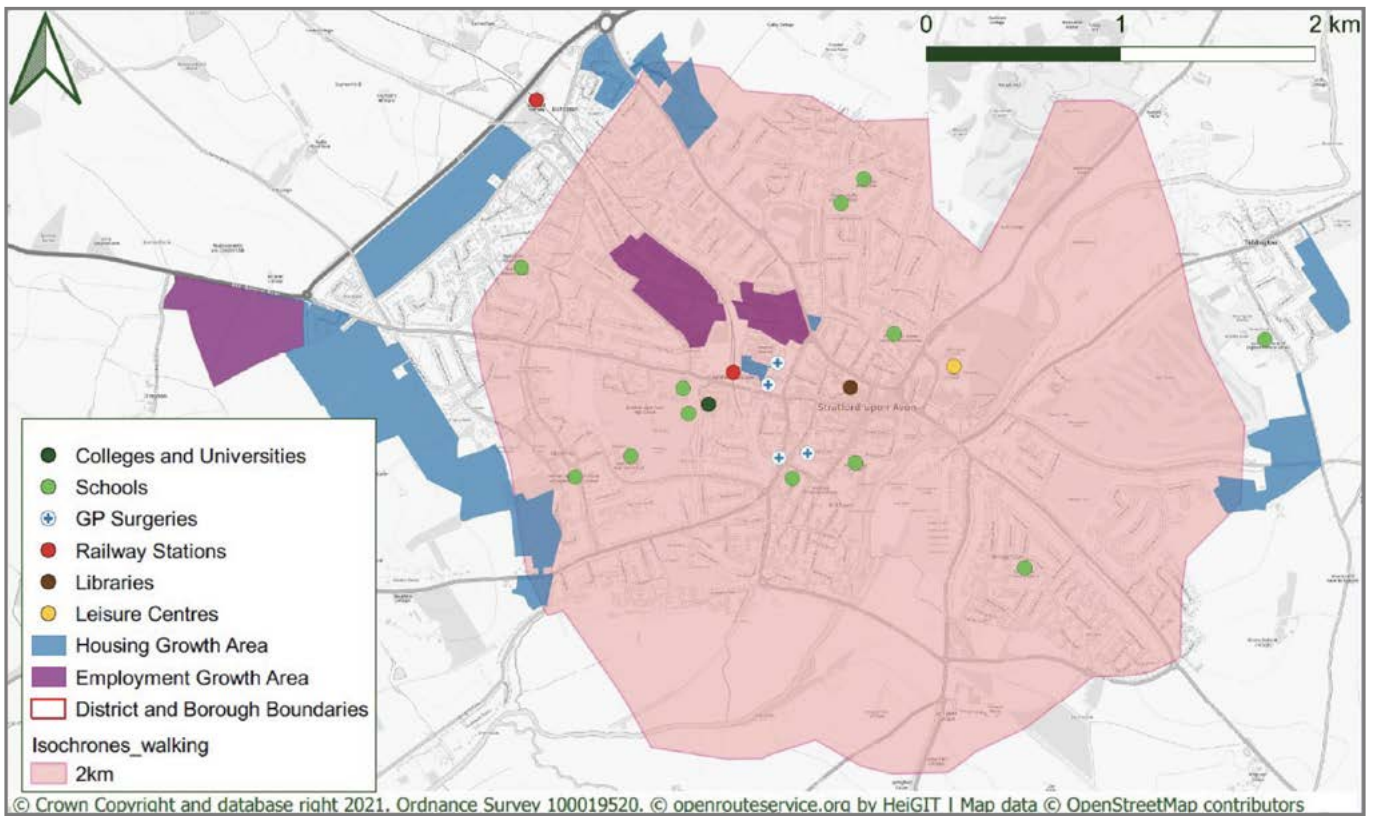


Figure S19: potential for walking: 2km walking zone in Studley

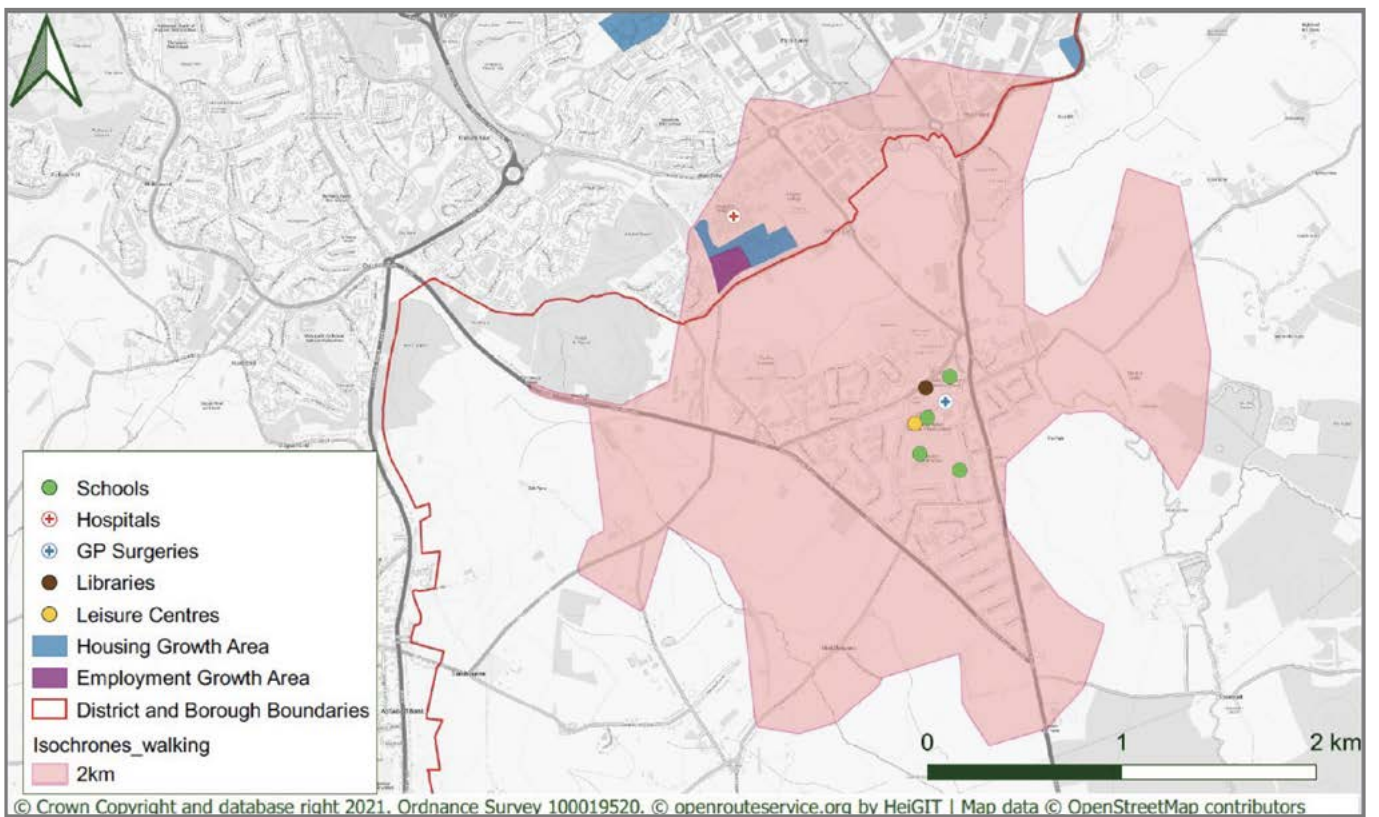
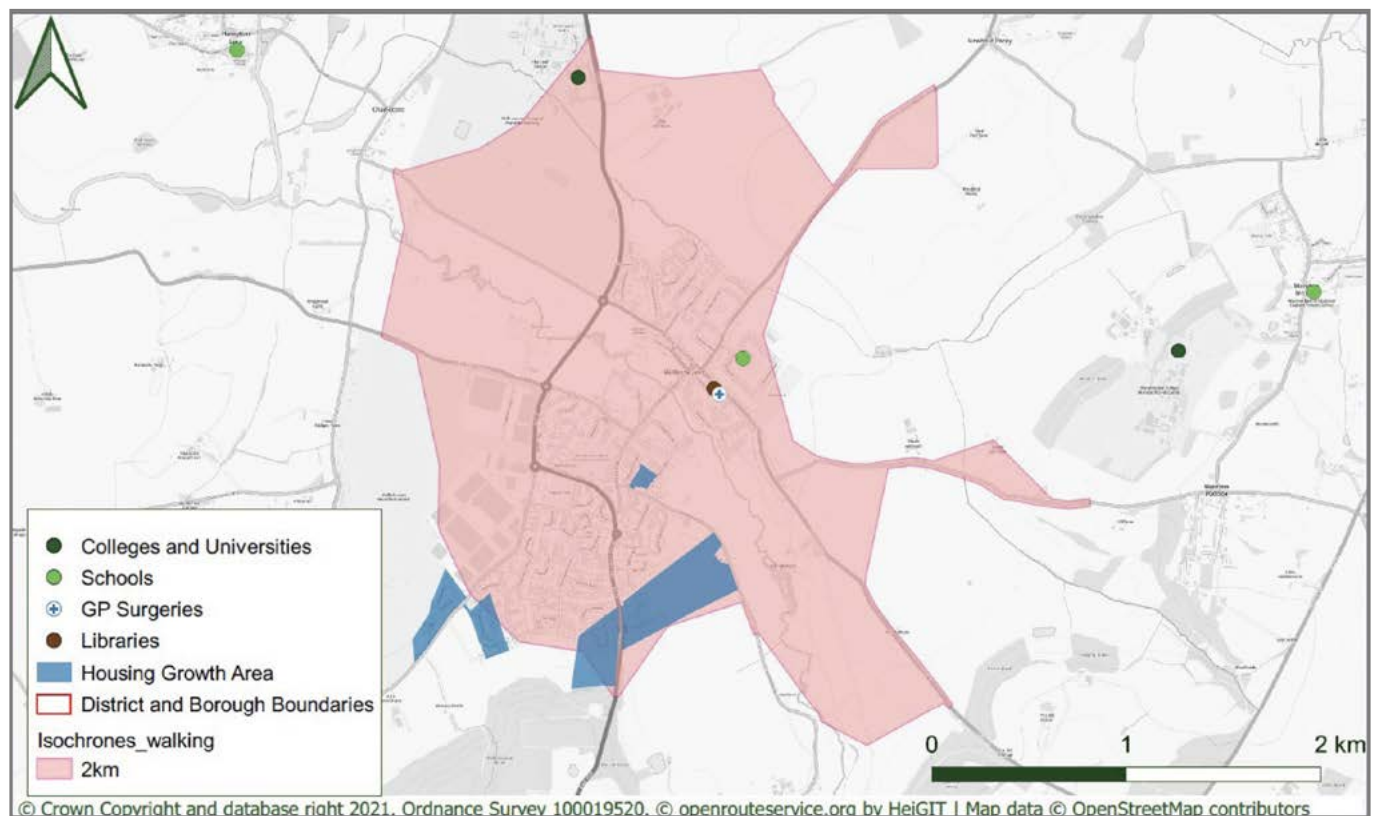


Figure S20: potential for walking: 2km walking zone in Wellesbourne



## Potential for walking – towpaths

The Warwickshire Towpaths Transport Strategy was produced by consultants TTC in 2023 to inform the delivery of the [Warwickshire Waterways Strategy](#). The Transport Strategy reviewed the current condition of towpaths across the county and assessed specific areas (within a catchment area of 800m from key settlements) with propensity to attract and support an increase in users.

The Stratford-upon-Avon Canal was assessed for walking and scored as high priority. Improved signing to key destinations was proposed.

## Potential for walking – town centres

Recent feasibility studies for Stratford-upon-Avon and Shipston-on-Stour town centres have reviewed options for place-making and movement of people, including opportunities to provide more space for pedestrians.

## Proposals for walking infrastructure

The information gathered on collisions, barriers and walking trip generators, together with feedback from local people, has been used to highlight areas of focus for further investigation of walking infrastructure improvements. Although the focus is on the principal towns, 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.

Some combined walking and cycling improvements (such as traffic-free paths and new bridges) are also listed in the cycling infrastructure plans.

Figure S21 and Table S6 provide a high level overview of proposals for walking infrastructure in the District of Stratford-on-Avon comprising:

- Active Travel Zones (Z) – walking-focussed interventions in areas of highest pedestrian and cycle activity such as town centres. They are likely to be a combination of the prestige walking zone and primary walking route categories identified in the Council's footway hierarchy (Table S3). Typical measures in these areas will include footway widening, pedestrian crossing facilities, public space improvements, seating and planting, waymarking and cycle parking, supported by slower speed limits and car parking management.
- Walking (and cycling) routes in the main towns to enable walking for everyday trips. These are similar to the secondary walking routes in the Council's footway hierarchy (Table S3). 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 in Stratford and Southam are shown on the cycling network maps (Figures S26 and S27).
- 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.

Accessibility improvements will be an integral part of new walking infrastructure, including step-free paths, removal of barriers, wider pavements, tactile surfaces, markings and safer crossings.

For potential schemes identified in Figure S21 and Table S6, some will be delivered by third parties such as developers, District Council or HS2. Where potential schemes are promoted by Warwickshire County Council, next steps will include analysing relevant data, carrying out walking audits and commissioning surveys, feasibility studies and/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'.

Active Travel Zones will be integrated with other town centre and village centre regeneration projects (such as the [Stratford-upon-Avon town centre improvement proposals](#)).

Figure S21 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 S21: Proposals for walking infrastructure in the District of Stratford-on-Avon

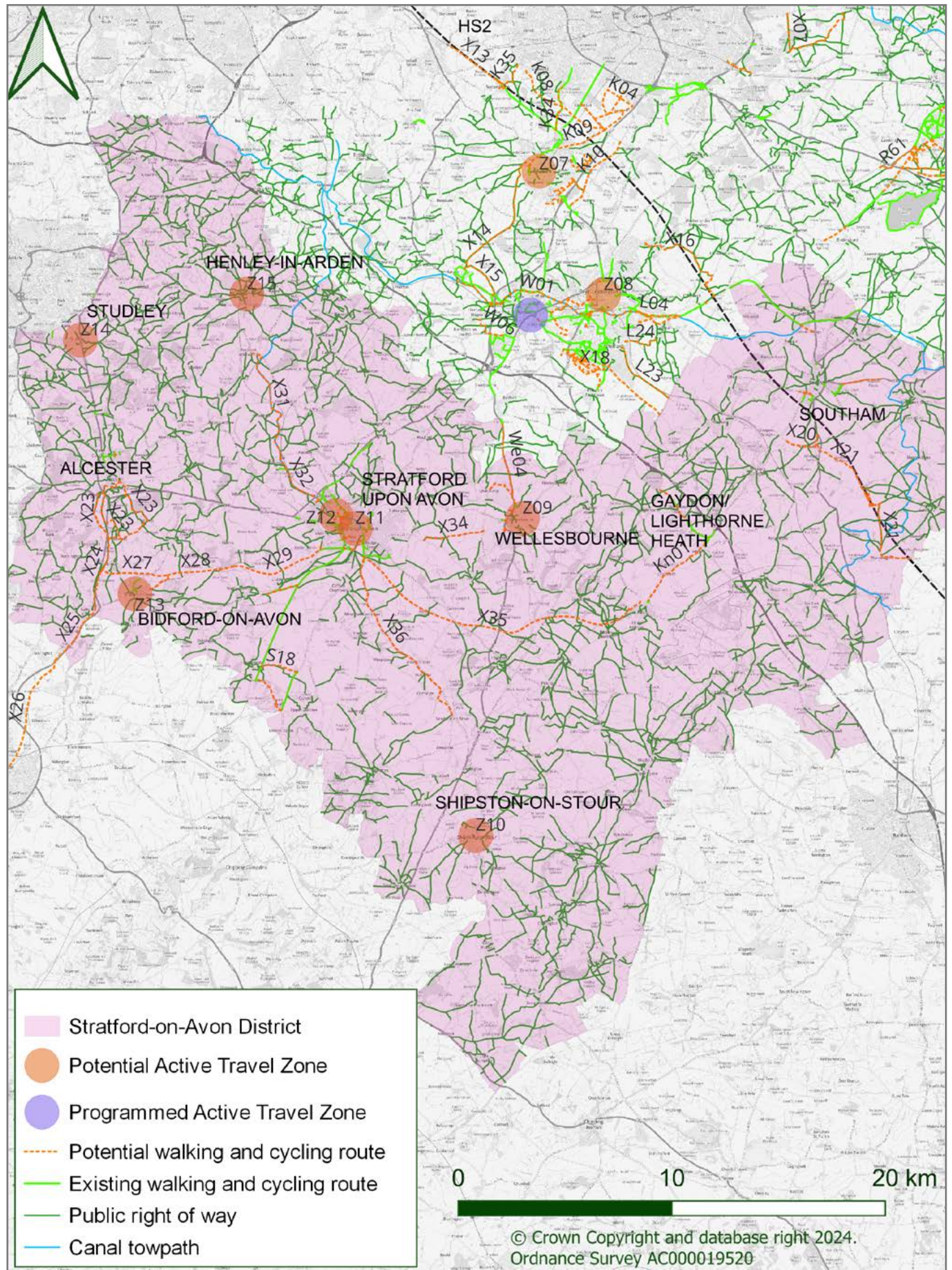


Table S6: Proposals for walking infrastructure in the District of Stratford-on-Avon

Ref	Scheme	Type
	<b>Programmed schemes</b>	
	A3400 Shipston Road (Rosebird Centre	Footway/ cycle track adjacent to road
	A422 Alcester Road - extension to Wildmoor	Footway/ cycle track adjacent to road
	A423 Banbury Road/ Southam Rd (Southam to Ladbroke)	Footway/ cycle track adjacent to road
	Stratford Greenway (Long Marston - Stratford)	Multi user traffic-free route
	<b>Potential schemes</b>	
	<b>Stratford-upon-Avon</b>	<b>(Please see Fig S26 for details)</b>
Z11	Stratford town centre	Active Travel Zone
Z12	Canal quarter	Active Travel Zone
S03	Hamlet Way and Masons Road links (Canal Quarter)	Path/ cycle track through open space and foot/ cycle bridge
S04	Brunel Way/ Western Road/ Maybrook Road (Canal Qtr)	Path/ cycle track through open space and foot/ cycle bridge
S09	South Stratford - town centre (new River Avon footbridge)	Path/ cycle track through open space and foot/ cycle bridge
S12	Leisure Centre Link	Path/ cycle track through open space
S14	A4390/ B439 Evesham Road/ Broad Walk junction improvements	Footway/ cycle track adjacent to road and crossing
S16	Path, Avonmeadow Close to Lucy's Mill Bridge	Path/ cycle track through open space
S17	Riverside project, southern section	Path/ cycle track through open space
S18	Long Marston Airfield connections (including to Stratford Greenway)	Footway/ cycle track adjacent to road, path/ cycle track through open space and on-carriageway cycle route
S19	Meon Vale Greenway	Path/ cycle track through open space

Ref	Alcester	Type
Ar02	Alcester disused railway path (Hertford Road - Adams Close)	Path/ cycle track through open space
<b>Bidford-on-Avon</b>		
Z13	B439 Tower Hill, Bidford	Active Travel Zone
Bd01	B439 Stratford Road (Bidford-on-Avon - Health Centre)	Footway/ cycle track adjacent to road
<b>Henley-in-Arden</b>		
Z15	A3400 Henley High Street	Active Travel Zone
<b>Kineton</b>		
Kn01	Southam Road/ Kineton Road (Kineton - Chadshunt - Gaydon)	Path/ cycle track through open space
Kn02	Admiral Cowan Way, The Willows, Kineton	Path/ cycle track through open space
<b>Shipston-on-Stour</b>		
Z10	Shipston Town Centre	Active Travel Zone
<b>Southam</b>		
		(Please see Fig S27 for details)
Sm05	A425 Leamington Road	Footway/ cycle track adjacent to road
Sm06	B4451 Kineton Road (Leamington Road to Northfield Road)	Footway/ cycle track adjacent to road
Sm10	A425 Daventry Road (Southam - Napton)	Footway/ cycle track adjacent to road
<b>Studley</b>		
Z14	A435 Studley local centre	Active Travel Zone
<b>Wellesbourne</b>		
Z09	B4086 Warwick Road and Church Street, Wellesbourne	Active Travel Zone
We01	Wellesbourne A429 crossing points	Footway/ cycle track adjacent to road and crossing
We02	A429 Warwick Road (Wellesbourne - Campus)	Footway/ cycle track adjacent to road
We03	Wellesbourne Campus	Path/ cycle track through open space and on-carriageway route



Ref	Cross-county routes	Type
X19	Lias Line, extension to Model Village	Multi user traffic-free route
X21	HS2 Link: Wormleighton to Ladbroke	Multi user traffic-free route and on-carriageway cycle route
X22	HS2 Link: Claydon and Lower Boddington to Wormleighton	Multi user traffic-free route and on-carriageway cycle route
X23	Two Shires Greenway (Alcester - Wixford)	Multi user traffic-free route
X24	Two Shires Greenway (Wixford - Salford Priors)	Multi user traffic-free route
X25	Two Shires Greenway (Salford Priors - Harvington)	Multi user traffic-free route
X26	Two Shires Greenway (Harvington - Evesham)	Multi user traffic-free route
X27	Stratford to Bidford disused railway (Broom to Bidford Health Centre)	Multi user traffic-free route
X28	Stratford to Bidford disused railway (Bidford Health Centre to Welford)	Multi user traffic-free route
X29	Stratford to Bidford disused railway (Welford to Stratford)	Multi user traffic-free route
X30	Bridleway (Stratford Greenway - Weston on Avon)	Multi user traffic-free route
X31	Stratford-upon-Avon Canal (Wootton Wawen - Wilmcote)	Towpath
X32	Stratford-upon-Avon Canal (Bishopton - Wilmcote)	Towpath
X34	Hunscote Lane	Multi user traffic-free route
X35	Stratford to Kineton disused railway	Multi user traffic-free route
X36	Tramway (Stratford - Newbold)	Multi user traffic-free route



## 4. Stratford-upon-Avon Cycling Infrastructure Plan

### Potential for cycling - cycling zones

Figure S22: potential for cycling: 5km and 10km cycling zones around Stratford-upon-Avon

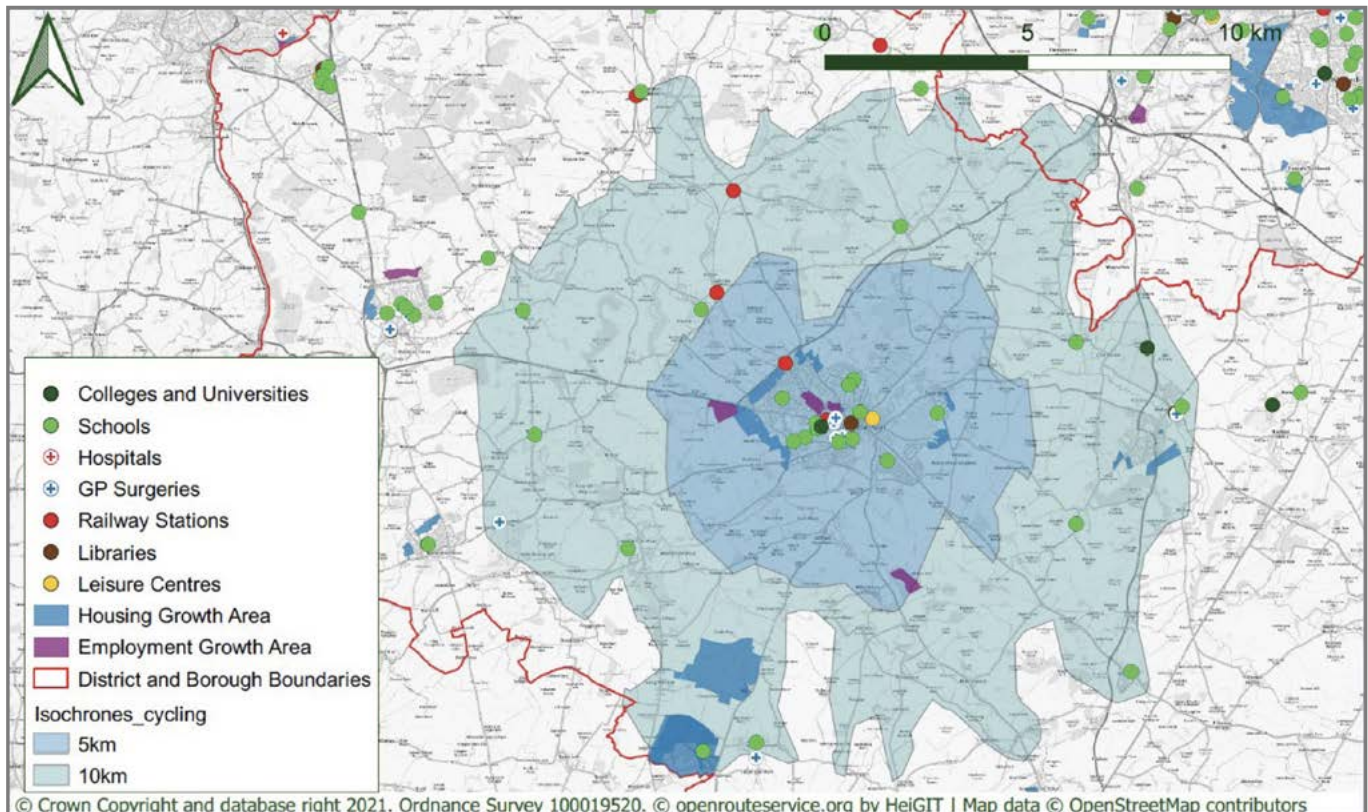


Figure S22 shows areas within 5km and 10km cycling distance of the centre of Stratford-upon-Avon. (5km equates to about 3miles and about 20 minutes travel time at a leisurely cycling speed).

The map also shows 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. There are several locations within Stratford District where significant residential growth is planned including to the south of Stratford, at Meon Vale and Long Marston Airfield, where over 3,500 homes have been proposed. This is beyond the 5km zone but within 10km of most of Stratford's key destinations.

Stratford District currently has multiple minor employment sites in locations outside of the main towns. In addition, there are large employment sites at Gaydon and Lighthorne Heath, home to international car manufacturers Aston Martin and Jaguar Land Rover. Located approximately equidistant from both Leamington Spa and Stratford-upon-Avon, there is potential to improve cycling connections, although links to Leamington Spa are being prioritised due to the larger potential workforce.

Figures S13 to S20 demonstrate that smaller towns in Stratford District are 'walkable'. Short journeys of under 2km are also suitable for cycling, particularly for trips across the towns and access to the new housing and employment areas on the periphery of these towns.

## Potential for cycling – towpaths

The 2023 [Warwickshire Towpaths Transport Strategy](#) (part of the Warwickshire Waterways Strategy) reviewed the current condition of towpaths across the county and assessed specific areas (within a catchment area of 800m from key settlements) with propensity to attract and support an increase in users.

The Stratford-on-Avon Canal was assessed for cycling for the section between Wilmcote and Stratford. It was scored as high priority. The Strategy proposed that a section between Timothy's Bridge Road and A3400 Birmingham Road was promoted as an alternative to the on-road section of National Cycle Network Route 5.

## Potential for cycling - travel demand (short trips)

In addition to mapping the potential cycling zones in Stratford-upon-Avon 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.

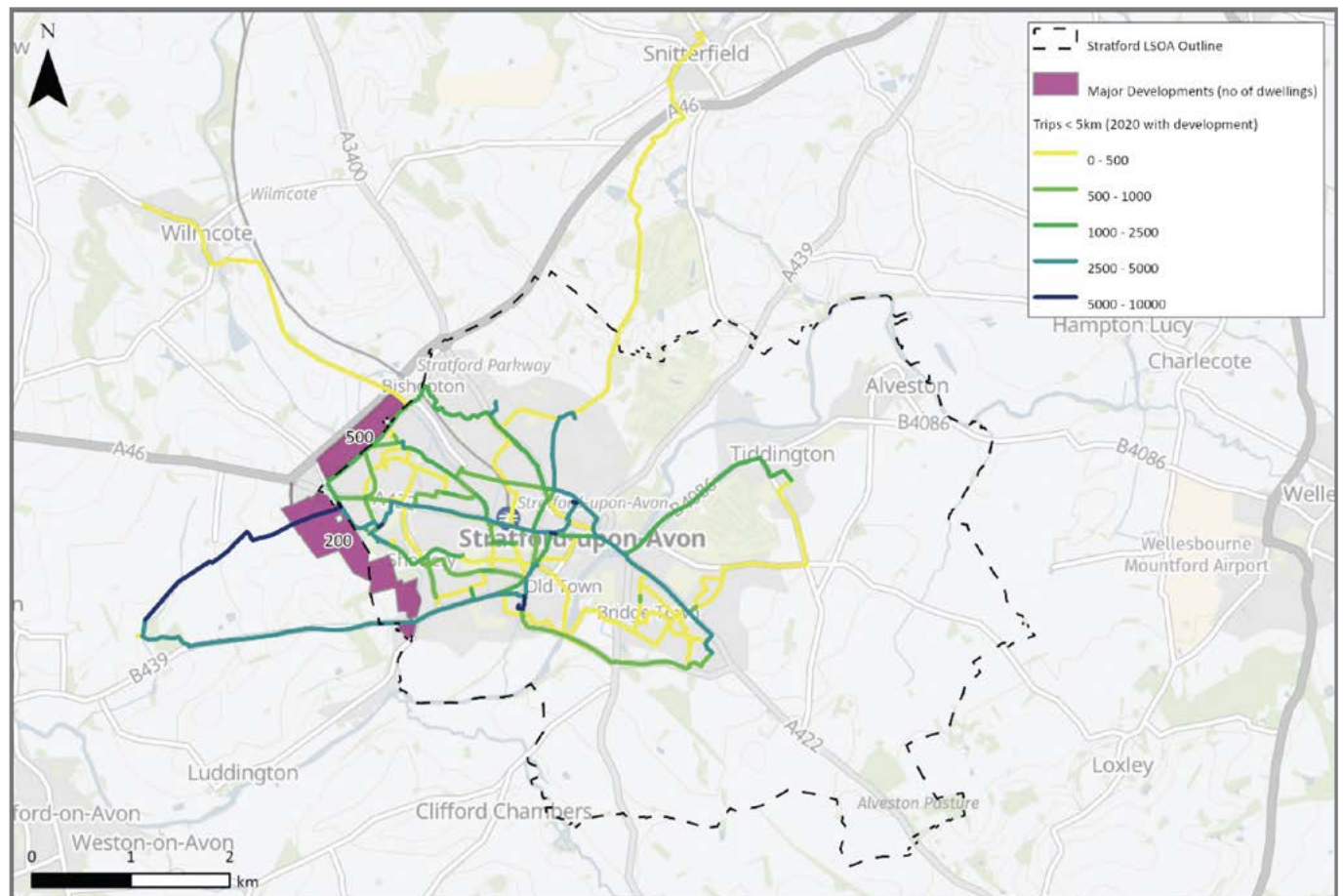
PJA used Mobile Network Data (MND) to identify current motorised vehicle trips under 5km. A move from motorised modes to active travel modes would translate into physical activity benefits and decongestion benefits, both valued by DfT's Transport Appraisal Guidance (TAG).

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.

A flow map (Figure S23) was then produced to illustrate the corridors where large numbers of short, motorised trips are currently being made, and helping to identify corridors with greatest potential for cycling.



Figure S23: potential for cycling: short trips, Stratford-upon-Avon



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.

The LSOA bounding the study area to the west covers a large area, from Bishopton through Binton to Ardens Grafton, and includes Stratford-upon-Avon Parkway station. This will explain why there appears to be a large demand for short trips along the A439 corridor towards Binton, whereas this demand is more likely to be related to the trip ends at Bishopton, Stratford upon Avon Parkway, and the residential dwellings around the A46 / A422 junction.

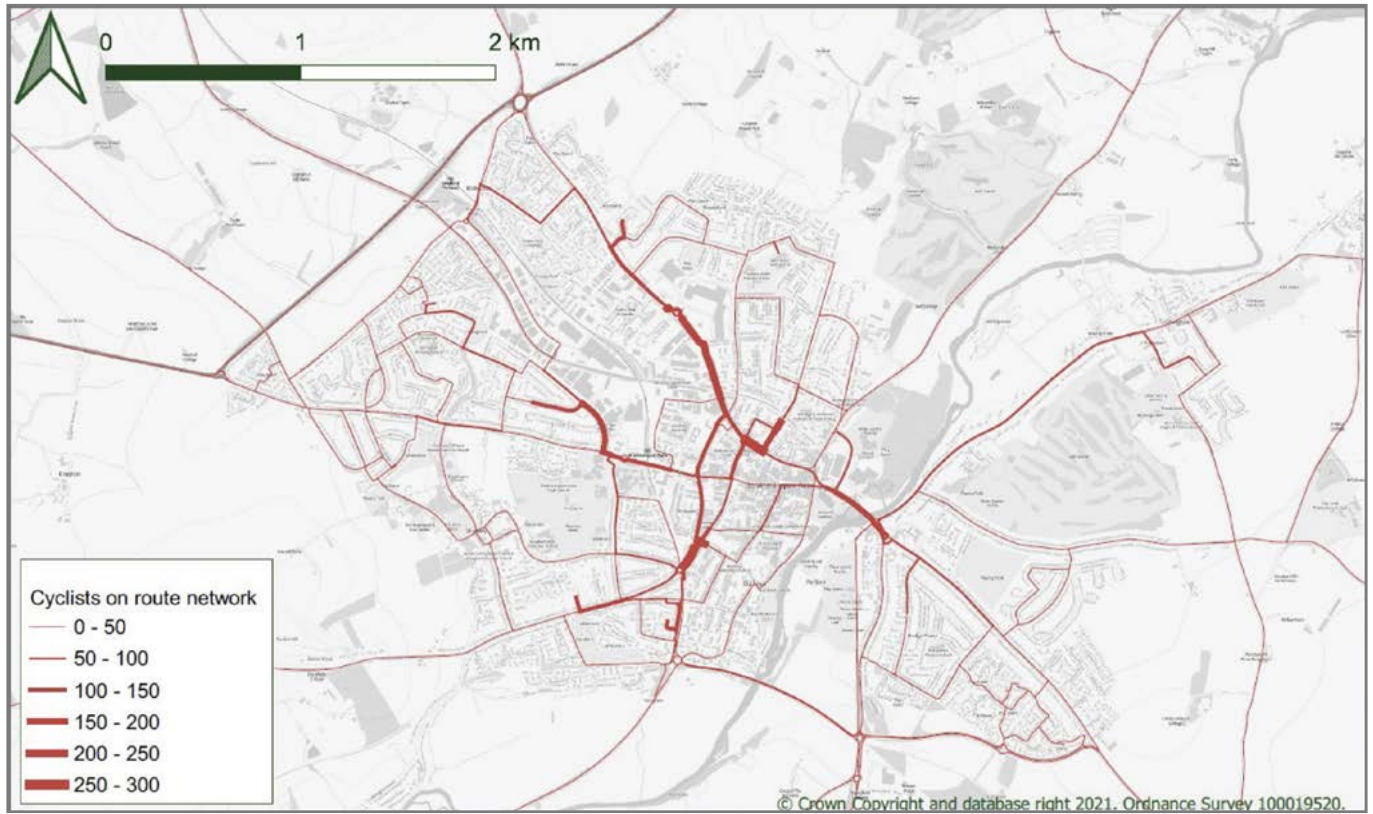
However, it does provide evidence of the need to focus on the River Avon crossing in the centre of Stratford, and A422 Alcester Road connections.

### 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 flow map, can help to focus on those areas with greatest cycling potential. Figure S24 is based on the Government Target (Equality) scenario to predict future cyclists on the local route networks in Stratford-upon-Avon.

Figure S24 propensity to cycle (LSOA Government Target Equality): Stratford-upon-Avon



Although the PCT data does not account for location of new developments, the PCT map does reinforce the other evidence and community feedback by demonstrating the importance of the River Avon crossing, the A422 Alcester Road and the A3400 Birmingham Road.



## Proposals for cycling infrastructure

Previous sections have summarised the information gathered on collisions, barriers and cycling trip generators in Stratford-on-Avon District, together with feedback from local people. This information, together with route audits and local network reports by Sustrans and Phil Jones Associates, 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 potential schemes and to identify possible measures to provide coherent, direct, safe, comfortable and attractive cycle routes.

The evidence suggests that there is greatest potential for modal shift to cycling for short journeys in the main town of Stratford-upon-Avon. However, this does not preclude other cycling improvements from being progressed. In particular, Stratford's unique place as an international tourist destination offers many opportunities to develop easy to use and safe cycling infrastructure for visitors to access local attractions and accommodation. The long list of schemes therefore includes a number of long-distance cycling (and walking) routes, which could provide safe and attractive places for exercise and exploration.

Figures S25 to S27 show indicative cycling networks for the Stratford-on-Avon District area and key towns of Stratford-upon-Avon and Southam. These plans are indicative of how local cycling networks could develop in the next 10 years. Routes within towns 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 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 S6 to S9 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 and quiet lanes. 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 S6 to S9 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.

A 'programmed' scheme is an infrastructure scheme with allocated funding, where design work is well progressed. However, it may require additional funding and further design work and could be paused to allow for better co-ordination with other local projects or additional community input.

A 'potential' scheme is an infrastructure scheme where an opportunity has been identified through the LCWIP information gathering and consultation process.

For potential schemes being promoted by Warwickshire County Council (i.e. not considered as the responsibility of a third party), next steps will include analysing relevant data, 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 third 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.



Figure S25: Indicative Cycle Network for the District of Stratford-on-Avon

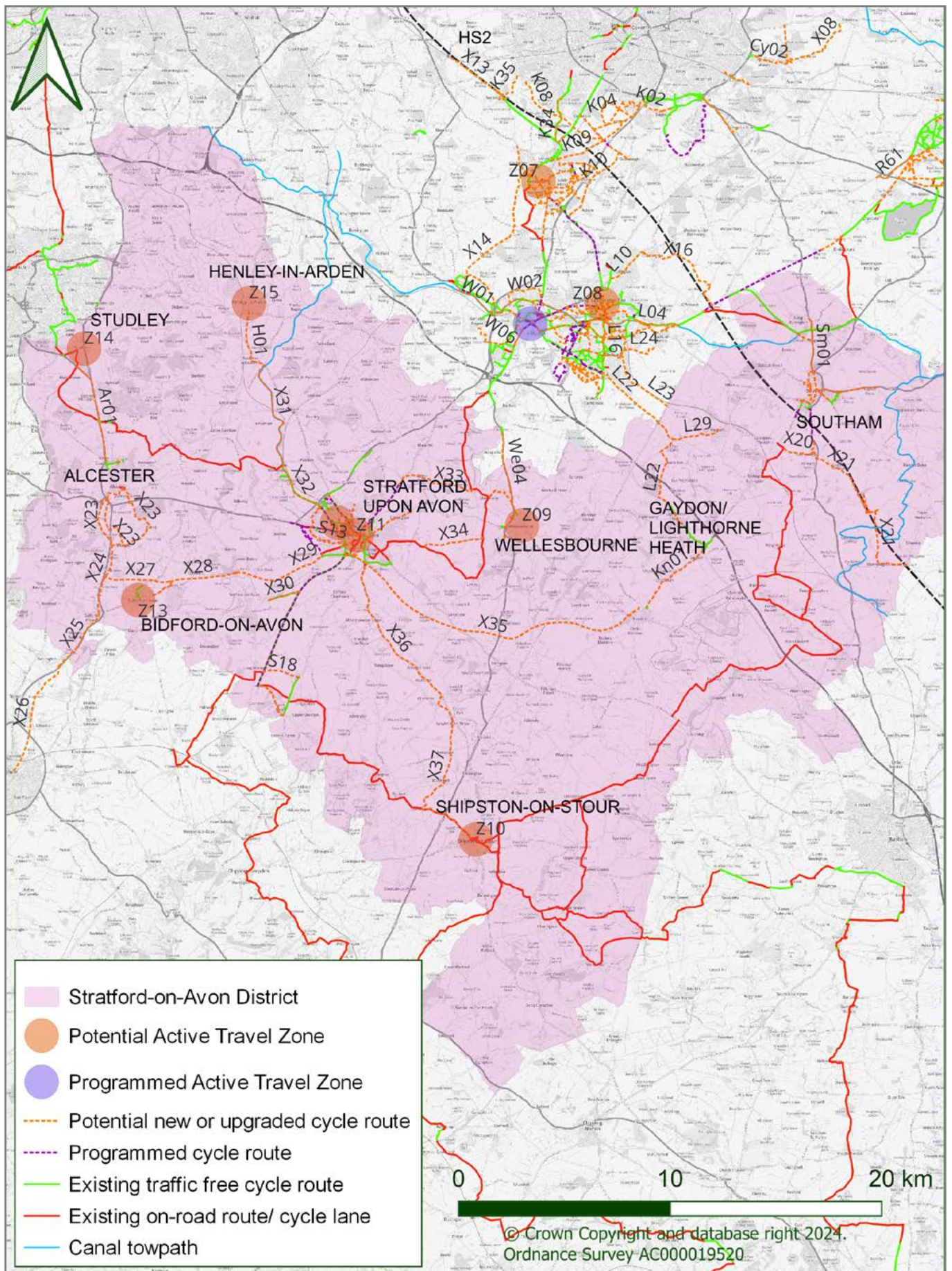




Table S7: Proposed cross-county routes

Ref	Cross-county leisure routes	Type
	Potential schemes	
X19	Lias Line, extension to Model Village	Multi user traffic-free route
X20	Deppers Bridge to Ladbroke	On-carriageway cycle route
X21	HS2 Link: Wormleighton to Ladbroke	Multi user traffic-free route and on-carriageway cycle route
X22	HS2 Link: Claydon and Lower Boddington to Wormleighton	Multi user traffic-free route and on-carriageway cycle route
X23	Two Shires Greenway (Alcester - Wixford)	Multi user traffic-free route
X24	Two Shires Greenway (Wixford - Salford Priors)	Multi user traffic-free route
X25	Two Shires Greenway (Salford Priors - Harvington)	Multi user traffic-free route
X26	Two Shires Greenway (Harvington - Evesham)	Multi user traffic-free route
X27	Stratford to Bidford disused railway (Broom to Bidford Health Centre)	Multi user traffic-free route
X28	Stratford to Bidford disused railway (Bidford Health Centre to Welford)	Multi user traffic-free route
X29	Stratford to Bidford disused railway (Welford to Stratford)	Multi user traffic-free route
X30	Bridleway (Stratford Greenway - Weston on Avon)	Multi user traffic-free route
X31	Stratford-upon-Avon Canal (Wootton Wawen - Wilmcote)	Towpath
X32	Stratford-upon-Avon Canal (Bishopton - Wilmcote)	Towpath
X33	Ryon Hill - Hampton Lucy	Footway/ cycle track adjacent to road and on-carriageway cycle route
X34	Hunscote Lane	Multi user traffic-free route
X35	Stratford to Kineton disused railway	Multi user traffic-free route
X36	Tramway (Stratford - Newbold)	Multi user traffic-free route
X37	Tramway (Newbold - Shipston)	On-carriageway cycle route

Figure S26: Indicative Cycle Network for Stratford-upon-Avon

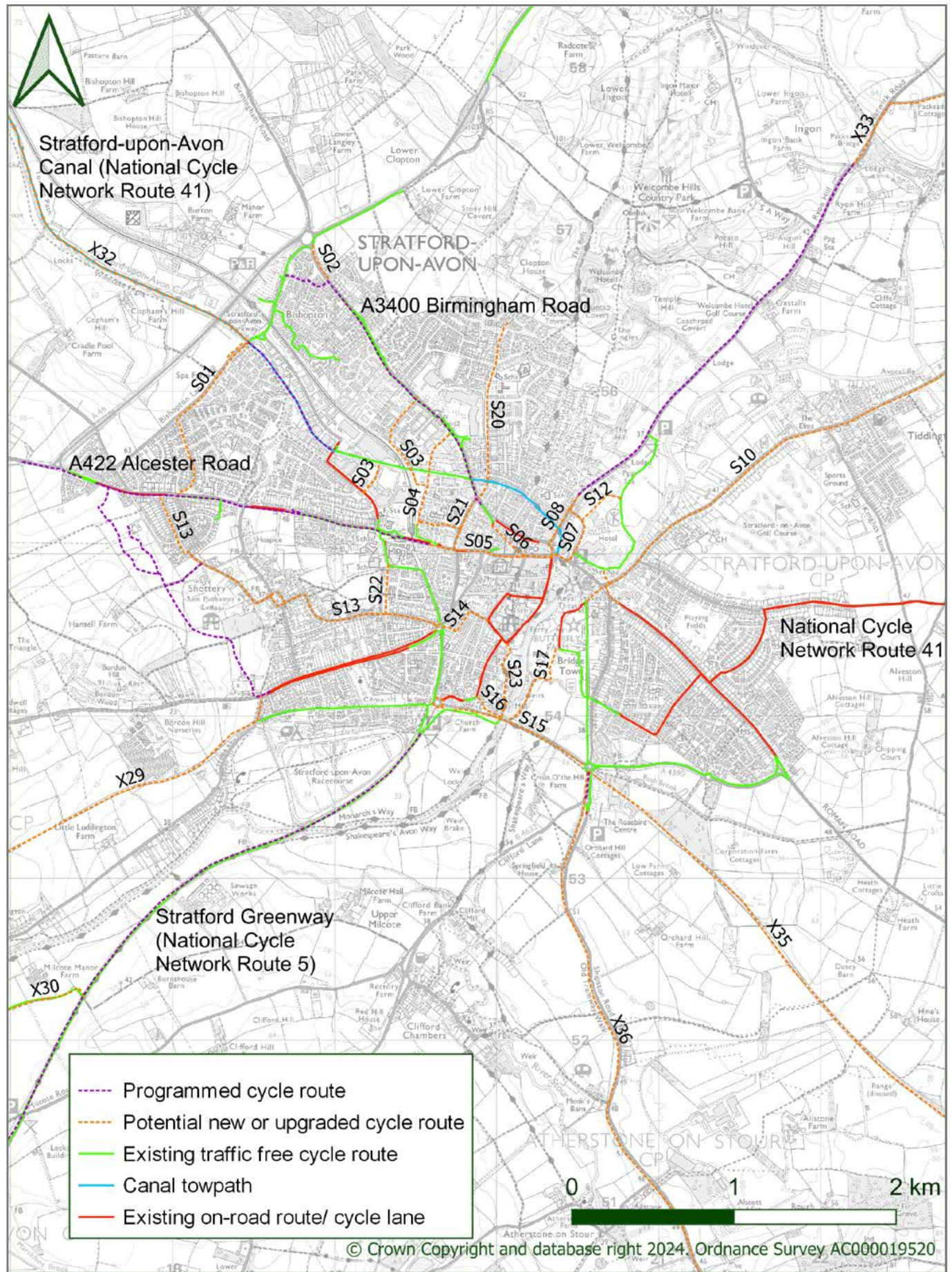


Table S8: Proposed cycle schemes in Stratford-upon-Avon

Ref	Stratford-upon-Avon	Type
	<b>Programmed schemes</b>	
	A3400 Shipston Road (Rosebird Centre)	Footway/ cycle track adjacent to road
	A422 Alcester Rd (Railway Station - Hathaway Green)	Footway/ cycle track adjacent to road and on-carriageway route
	A422 Alcester Road - extension to Wildmoor	Footway/ cycle track adjacent to road
	A439 Warwick Road	Footway/ cycle track adjacent to road
	Stratford Greenway (Long Marston - Stratford)	Multi user traffic-free route
	Stratford-upon-Avon Canal (urban section)	Towpath
	<b>Potential schemes</b>	
S01	Bishopton connections	Footway/ cycle track adjacent to road and on-carriageway route
S02	A3400 Birmingham Road (Bishopton to A46)	Footway/ cycle track adjacent to road
S03	Hamlet Way and Masons Road links (Canal Quarter)	Path/ cycle track through open space and foot/ cycle bridge
S04	Brunel Way/ Western Road/ Maybrook Road (Canal Qtr)	Path/ cycle track through open space and foot/ cycle bridge
S05	A422 Alcester Road/ Greenhill Street (town centre)	Footway/ cycle track adjacent to road
S06	Town centre links	On-carriageway cycle route and crossing
S07	A3400 Bridgeway: Stratford Leisure Centre cycle access	Footway/ cycle track adjacent to road
S08	A429 Warwick Road (Stratford town centre)	Footway/ cycle track adjacent to road
S09	South Stratford - town centre (new River Avon footbridge)	Path/ cycle track through open space and foot/ cycle bridge
S10	B4086 Tiddington Road (Stratford - Tiddington)	Footway/ cycle track adjacent to road and on-carriageway route
S11	A422 Banbury Road	On-carriageway cycle route
S12	Leisure Centre Link	Path/ cycle track through open space
S13	Shottery - town centre	Footway/ cycle track adjacent to road, on-carriageway route and crossing

S14	A4390/ B439 Evesham Road/ Broad Walk junction improvements	Footway/ cycle track adjacent to road and crossing
S15	A4390 Seven Meadows Road	On-carriageway cycle route
S16	Path, Avonmeadow Close to Lucy's Mill Bridge	Path/ cycle track through open space
<b>Ref</b>	<b>Stratford-upon-Avon</b>	<b>Type</b>
	<b>Potential schemes</b>	
S17	Riverside project, southern section	Path/ cycle track through open space
S18	Long Marston Airfield connections (including to Stratford Greenway)	Footway/ cycle track adjacent to road, path/ cycle track through open space and on-carriageway cycle route
S19	Meon Vale Greenway	Path/ cycle track through open space
S20	Clopton Road	On-carriageway cycle route
S21	Arden Street	On-carriageway cycle route
S22	The Willows	On-carriageway cycle route
S23	Mill Lane	On-carriageway cycle route



Figure S27: Indicative Cycle Network for Southam

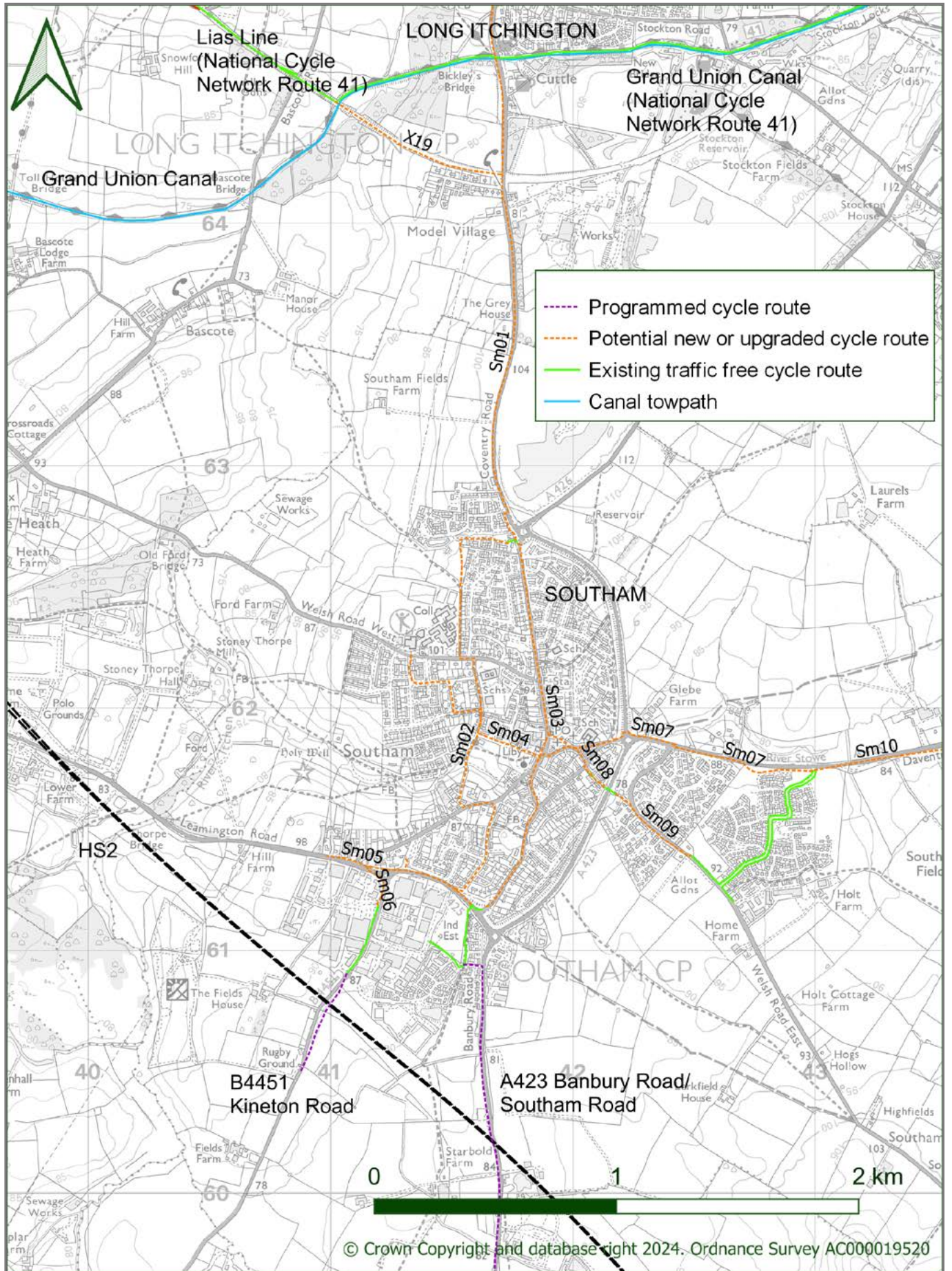


Table S9: Proposed cycle schemes in Southam

Ref	Southam	Type
	<b>Programmed schemes</b>	
	A423 Banbury Road/ Southam Rd (Southam to Ladbroke)	Footway/ cycle track adjacent to road
	B4451 Kineton Road (south of Southam)	Footway/ cycle track adjacent to road
	<b>Potential schemes</b>	
Sm01	A423 Southam Road (Long Itchington - Southam)	Footway/ cycle track adjacent to road
Sm02	Southam North-South route (western side)	Footway/ cycle track adjacent to road, path/ cycle track through open space and on-carriageway cycle route
Sm03	Southam North-South route (old main road)	Footway/ cycle track adjacent to road and on-carriageway route
Sm04	Southam West Route (College to High Street)	Footway/ cycle track adjacent to road, path/ cycle track through open space and on-carriageway cycle route
Sm05	A425 Leamington Road	Footway/ cycle track adjacent to road
Sm06	B4451 Kineton Road (Leamington Road to Northfield Road)	Footway/ cycle track adjacent to road
Sm07	A425 Daventry Road (between bypass and Spitfire Road)	Footway/ cycle track adjacent to road and crossing
Sm08	Southam East Route (Pound Way to High Street)	Path/ cycle track through open space and on-carriageway route
Sm09	Welsh Road East (between bypass and Spitfire Road)	Footway/ cycle track adjacent to road and crossing
Sm10	A425 Daventry Road (Southam - Napton)	Footway/ cycle track adjacent to road



Table S10: Proposed cycle schemes in other towns

Ref	Potential schemes	Type
<b>Alcester</b>		
Ar01	A435 Studley - Coughton - Alcester	Footway/ cycle track adjacent to road
Ar02	Alcester disused railway path (Hertford Road - Adams Close)	Path/ cycle track through open space
<b>Bidford-on-Avon</b>		
Bd01	B439 Stratford Road (Bidford-on-Avon - Health Centre)	Footway/ cycle track adjacent to road
<b>Henley-in-Arden</b>		
H01	A3400 Henley-in-Arden - Wootton Wawen	Footway/ cycle track adjacent to road
<b>Kineton</b>		
Kn01	Southam Road/ Kineton Road (Kineton - Chadshunt - Gaydon)	Path/ cycle track through open space
Kn02	Admiral Cowan Way, The Willows, Kineton	Path/ cycle track through open space
<b>Wellesbourne</b>		
We01	Wellesbourne A429 crossing points	Footway/ cycle track adjacent to road and crossing
We02	A429 Warwick Road (Wellesbourne - Campus)	Footway/ cycle track adjacent to road
We03	Wellesbourne Campus	Path/ cycle track through open space and on-carriageway route
We04	Wellesbourne Campus - Barford	Footway/ cycle track adjacent to road





## Part 2 ▶ 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 cycle 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.



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

There were 148,452 residents in Warwick District at the **2021 Census**. This is an increase in numbers (7.8%) from 2011, slightly higher than increase across England (6.6%). 65% of people live in Warwick, Leamington Spa and Whitnash which had a combined population of **96,905 in 2021**. Another 15% of the District's residents live in Kenilworth, which had a population of **22,235 in 2021** and is located approximately 5km north of Warwick and Leamington.

At the **2021 Census**, the average (median) age in Warwick District was 40, the same as the England average. The proportion of 'White British' people was 84.6% in 2021, higher than 77% in the wider West Midlands (metropolitan area and shire counties) but slightly below the 89.1% for Warwickshire.

The **2021 Census** asked residents to rate their own health on a scale of 'very good' to 'very bad'. In Warwick District, 85.1% of residents described their health as 'good' or 'very good', slightly above the overall figure for Warwickshire of 82.2%.

Data from the **Active Lives Adult Survey** (Sport England) shows that 72.7% of adults (aged 18+) in Warwick District are physically active (undertaking the minimum recommended activity of 150 minutes of moderate intensity equivalent physical activity per week). This is higher than the 67.1% in Warwickshire and 67.3% in England.

61.6% of Warwick District adults are classified as overweight or obese (where BMI is greater than or equal to 25kg/m<sup>2</sup>). This compares with 66.2% for Warwickshire and 63.8% for England. The NHS National Child Measurement Programme shows that 30.2% of Warwick District children in Year 6 are overweight or obese, compared to 36% in Warwickshire and 37.8% in England.

## Travel patterns

Whereas the 2021 Census provides reliable data about population, the information collected on travel patterns needs to be considered with caution due to:

- Responses being collected during the coronavirus (COVID-19) pandemic. Restrictions on travel ended later in 2021.
- Increase in home working.
- Smaller numbers due to people on furlough, temporarily not working.
- Confusion over whether the Census question guidance was followed; some people may have provided travel information for the last time they worked, or they may have answered based on their behaviours on Census Day.
- 2011 results included those aged 16-74 in employment, whereas the 2021 Census included people aged 16 and over in employment.

Travel to work data from both 2011 and 2021 is therefore described below.

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, 12% of people walked and 3.2% cycled. 6.8% worked mainly at or from home.

In 2021, driving a car or van remained popular but the numbers and proportions were affected by the pandemic: 39.4% of the working population aged 16 years and over, travelled to work by car or van. This is lower than other districts in Warwickshire. 2.2% of the working population used public transport to get to work, 7.7% of people walked to work and 1.9% cycled. 44.7% worked mainly at or from home – the highest proportion in Warwickshire.

Car ownership increased slightly in Warwick District between 2011 and 2021. 16.6% of households did not own a car or van in 2021, compared with 18.4% in 2011. 42.4% owned 2 or more cars and vans compared with 40% in 2011.

**Travel habits** from the Active Lives Adult Survey (Sport England) showed:

- 22.3% of Warwick District adults walk for travel at least three days per week. This is significantly higher than 13.6% in Warwickshire and 15.1% in England.
- 2.5% of Warwick District adults cycle for travel at least three days per week, compared to 1.6% in Warwickshire and 2.3% in England. (2019/20)

## Road safety

Table W1 shows that there have been substantially more cyclist casualties in Warwick District between 2016 and 2020 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	<b>39</b>	0	16	38	<b>54</b>	<b>93</b>
2017	1	7	29	<b>37</b>	1	15	45	<b>61</b>	<b>98</b>
2018	3	8	19	<b>30</b>	0	8	43	<b>51</b>	<b>81</b>
2019	3	9	32	<b>44</b>	1	7	28	<b>36</b>	<b>80</b>
2020	1	10	30	<b>41</b>	0	9	29	<b>38</b>	<b>79</b>
<b>Total</b>	<b>9</b>	<b>46</b>	<b>136</b>	<b>191</b>	<b>2</b>	<b>55</b>	<b>183</b>	<b>240</b>	<b>431</b>

There is no clear pattern regarding the time of year of pedestrian and cyclist collisions over the 5 years, although slightly more pedestrian collisions occurred in February and for cyclists, there were 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. 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

Figures W1 and W2 map the locations of all collisions, and this information has been used to focus on specific areas and to support the LCWIP proposals for future infrastructure to improve road safety outcomes. In addition to walking, wheeling and cycling schemes, road safety intelligence will be used to identify and implement specific casualty reduction schemes at locations with a significant history of injury collisions.

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

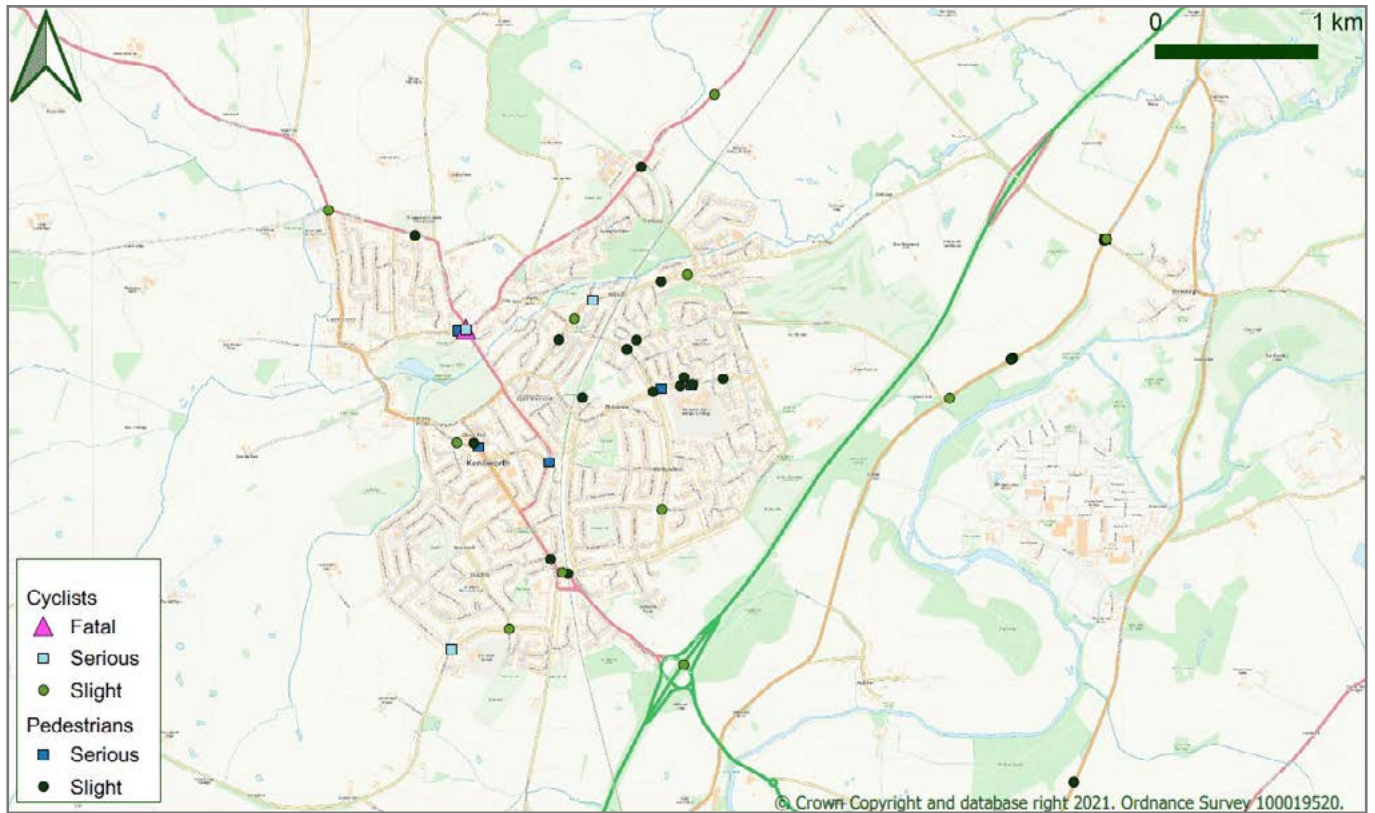
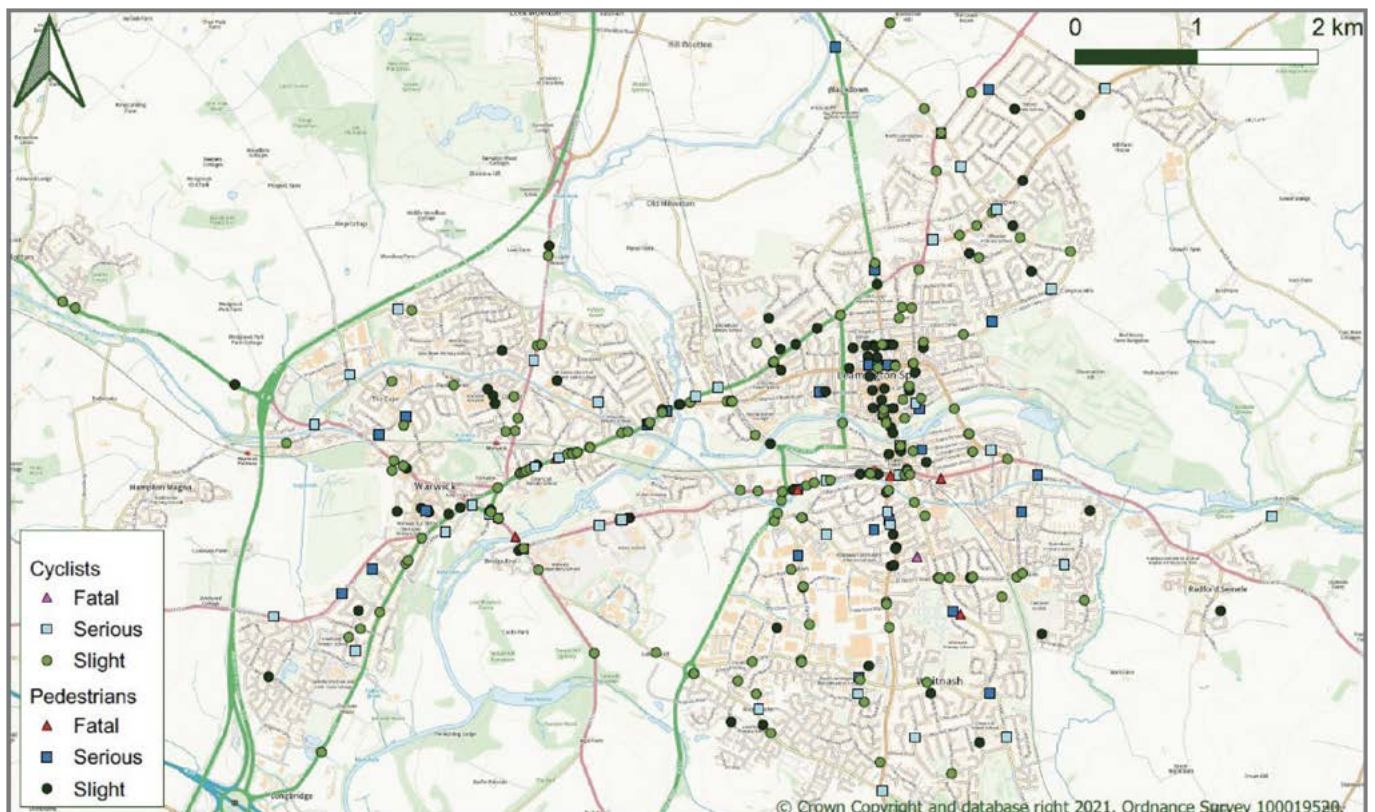


Figure W2: Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Warwick, Leamington Spa and Whitnash



## Physical barriers

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

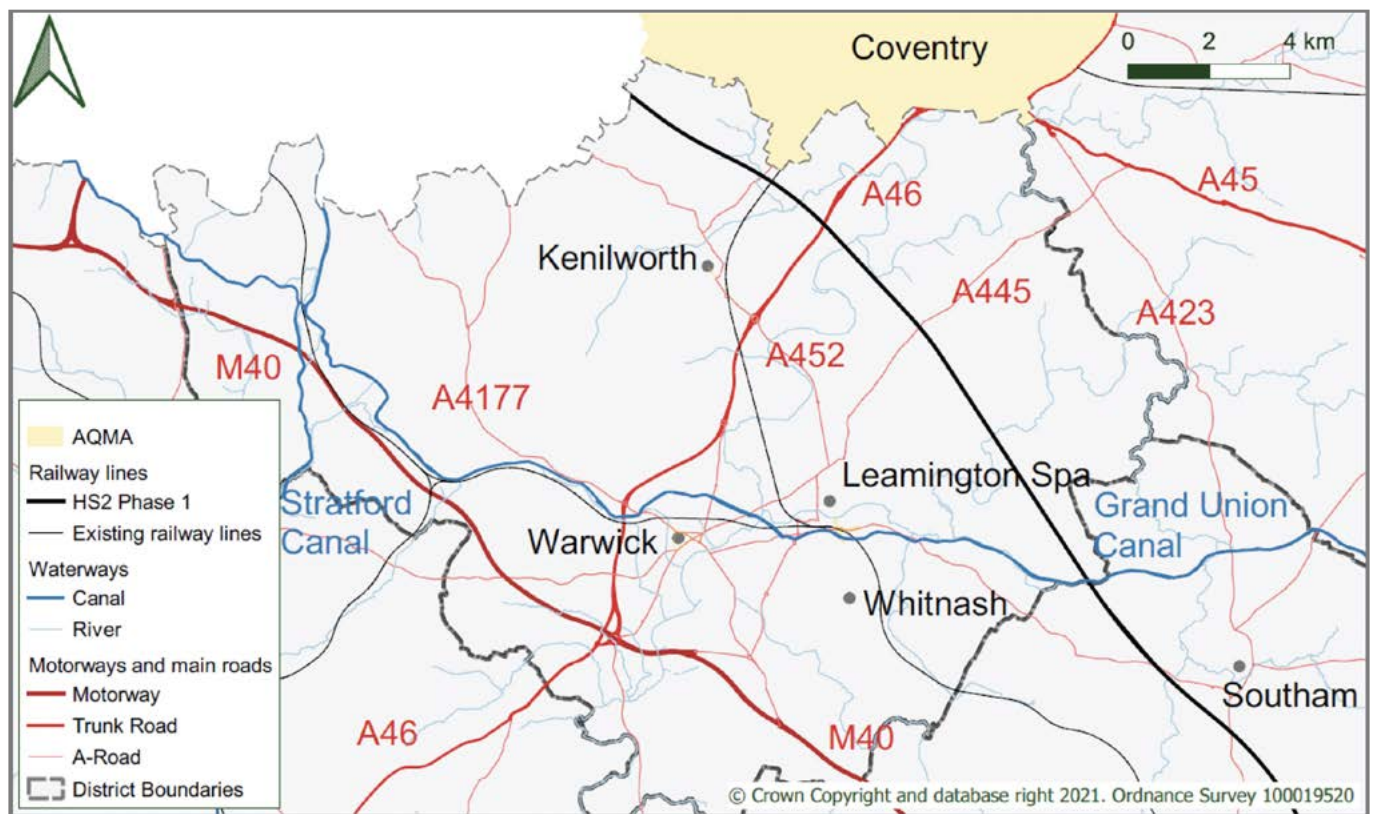


Figure W3 shows the main barriers to walking and cycling movements; main roads and motorways; rivers and canals; and railways, including HS2. These barriers can cause community severance and 'funnel' pedestrians and cyclists (and motor traffic) into a limited number of crossing points.

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.

More detailed assessment of barriers within individual settlements has been undertaken for the [South Warwickshire Local Plan](#). This information is used to grade potential development sites on a 5-point scale between best and poorest connectivity.

## 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 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 Town Centre Movement Strategy. 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.

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.

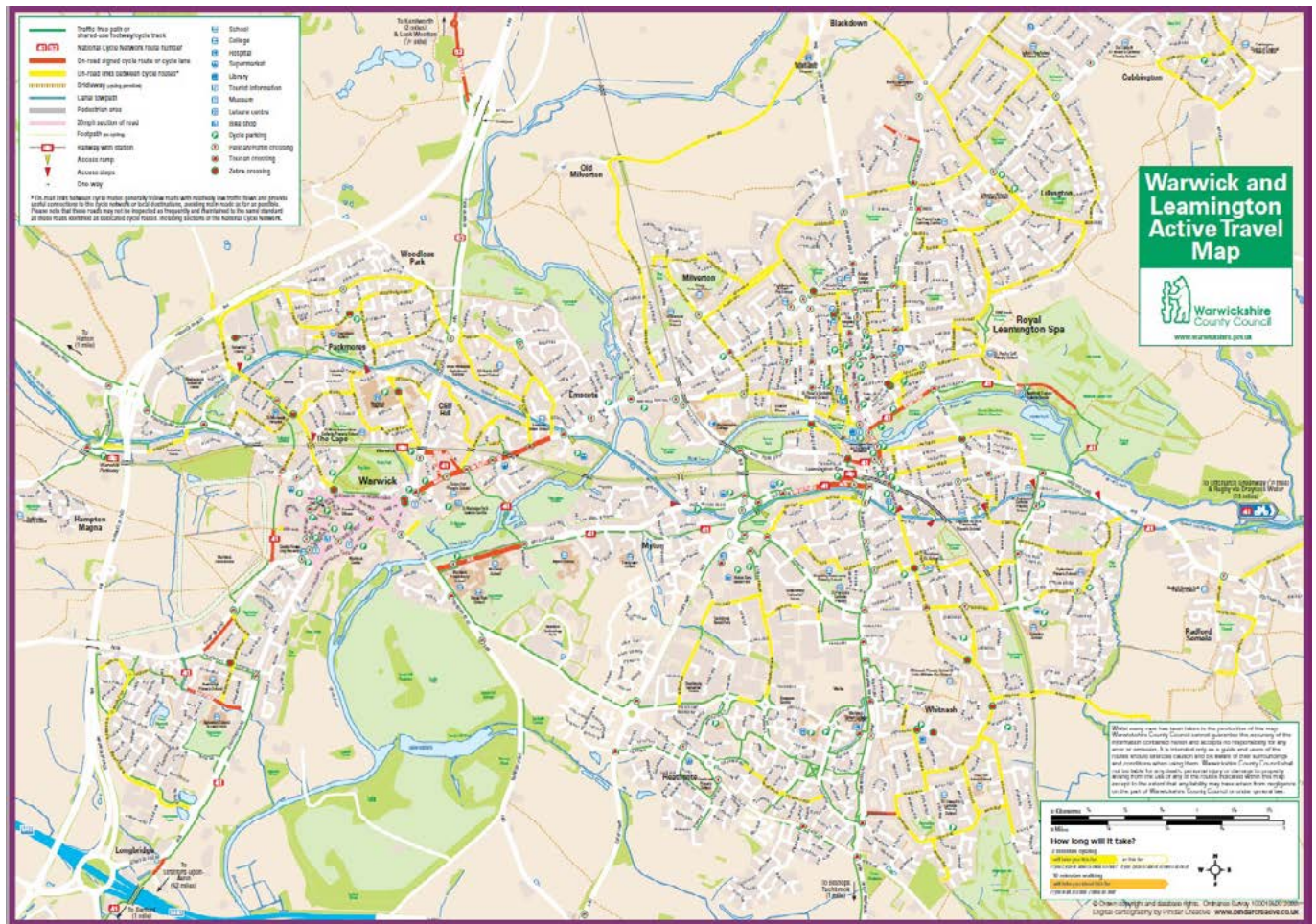
In terms of existing walking provision, the public rights of way network and signed trails provide good leisure opportunities, but there are intermittent footways between many settlements. Footways are categorised (see Table W2) in order to prioritise maintenance by the local highway authority. Maintenance 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"> <li>• The main pedestrianised shopping streets within the main urban centre</li> </ul>
Primary Walking Routes	<ul style="list-style-type: none"> <li>• Urban centre shopping streets with greater than 30 shops</li> <li>• Main shopping street in local town centres with greater than 20 shops</li> </ul>
Secondary Walking Routes	<ul style="list-style-type: none"> <li>• More than 5 shops</li> <li>• Entrance to schools</li> <li>• Entrance to Hospitals</li> <li>• Entrance to large supermarkets</li> <li>• Outside transport interchanges</li> </ul>
Link Footways	<ul style="list-style-type: none"> <li>• Local shops/ retail premises</li> <li>• Religious meeting places</li> <li>• Industrial estates</li> <li>• Residential homes or care homes</li> </ul>
Local Access Footways	<ul style="list-style-type: none"> <li>• Predominantly residential streets</li> <li>• Low usage rural footways</li> </ul>

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.

Figure W4: Warwick and Leamington Active Travel Map, online version 2022



The total length of dedicated cycling infrastructure (off-carriageway or on-carriageway) within Warwick District is approximately 53 miles. This includes greenways, shared use footways/ cycle tracks and cycle lanes but excludes the signed on-road sections of National Cycle Network routes which make up a further 18 miles.

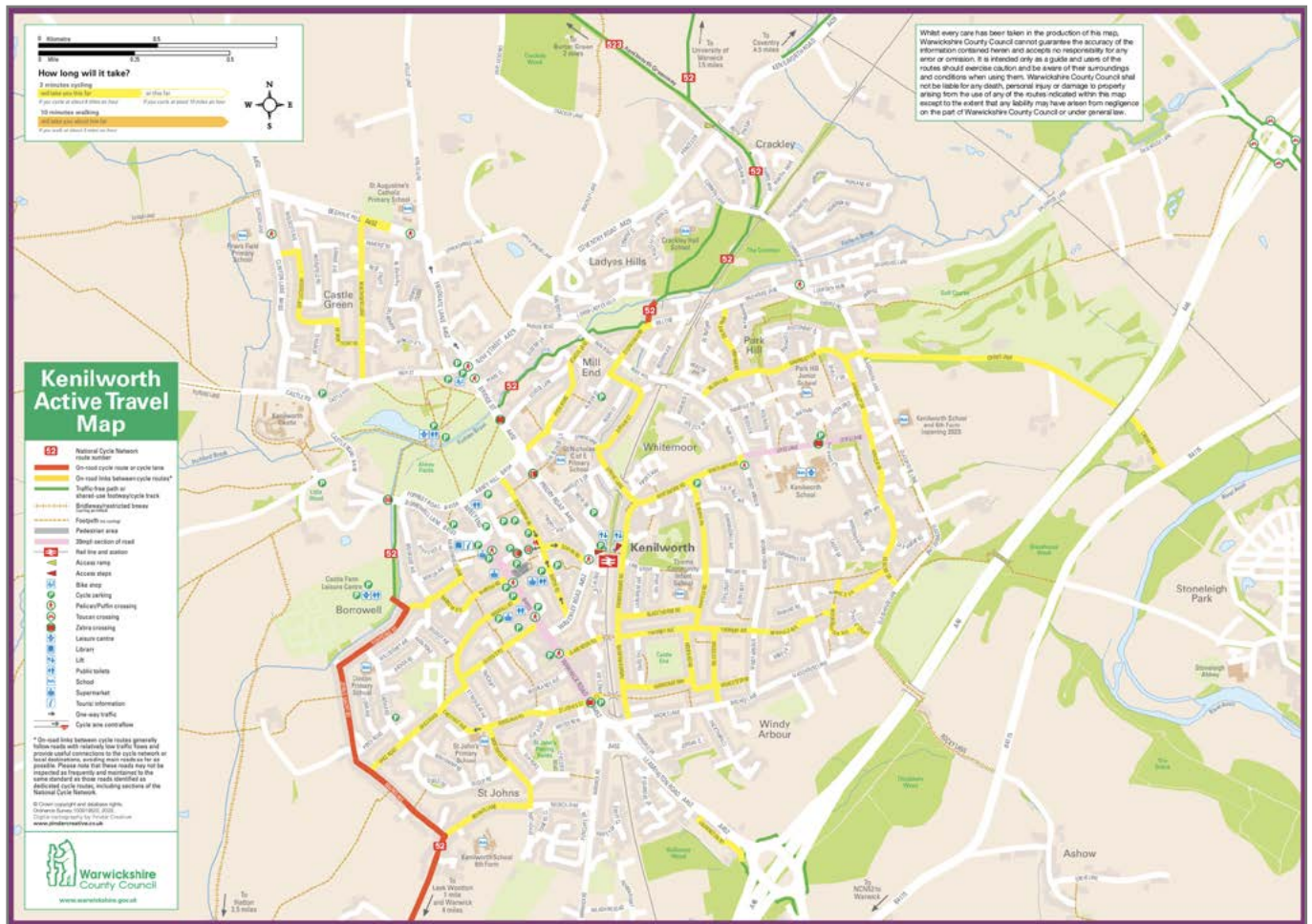
Although the cycle network within Warwick and Leamington is fairly extensive (see Figure W4), the quality of cycle routes is mixed and these have been developed over a number of years to varying standards and widths. In addition to cycle routes, there are a number of roads with traffic calming and/or 20mph speed limits, including within Leamington and Warwick town centres. These roads provide improved on-carriageway cycling conditions and help create on-road links between cycle routes.

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 and 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 Active Travel Map, online version 2022



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/ Berkswell in Solihull. Managed by Warwickshire’s Country Parks team, the 3 mile traffic-free, multi-user route between Crackley and Burton Green is an important community resource. Sections of the route have been temporarily diverted due to HS2 construction work between Burton Green and Berkswell Railway Station.

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.

Public cycle parking is concentrated in the centres of Warwick, Leamington and Kenilworth but 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 (Table W3). 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, tool station
Warwick	Steps (lift access to both platforms opening in 2024)	40 spaces, covered, CCTV
Warwick Parkway	Step-free	28 spaces, covered, CCTV, tool station

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 'Elephant and Bear 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:

- 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 S4 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)



## 2. Local viewpoints on walking and cycling

### LCWIP engagement, 2021

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

<b>Issues</b> <b>Are there any problems or issues at this location that you wish to raise?</b>	<b>Improvements</b> <b>How could cycling and walking conditions be improved at this location? (Choose up to 3)</b>
CCycle 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 cycle, as well as horse-riders, in Warwickshire. It also set out the aspirations for providing better facilities and highlighted the scale of investment required to encourage more active travel in future. The data was used at a local level to inform the route choices and priorities for the proposed Warwick, Leamington and Kenilworth walking and cycling networks, and was 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

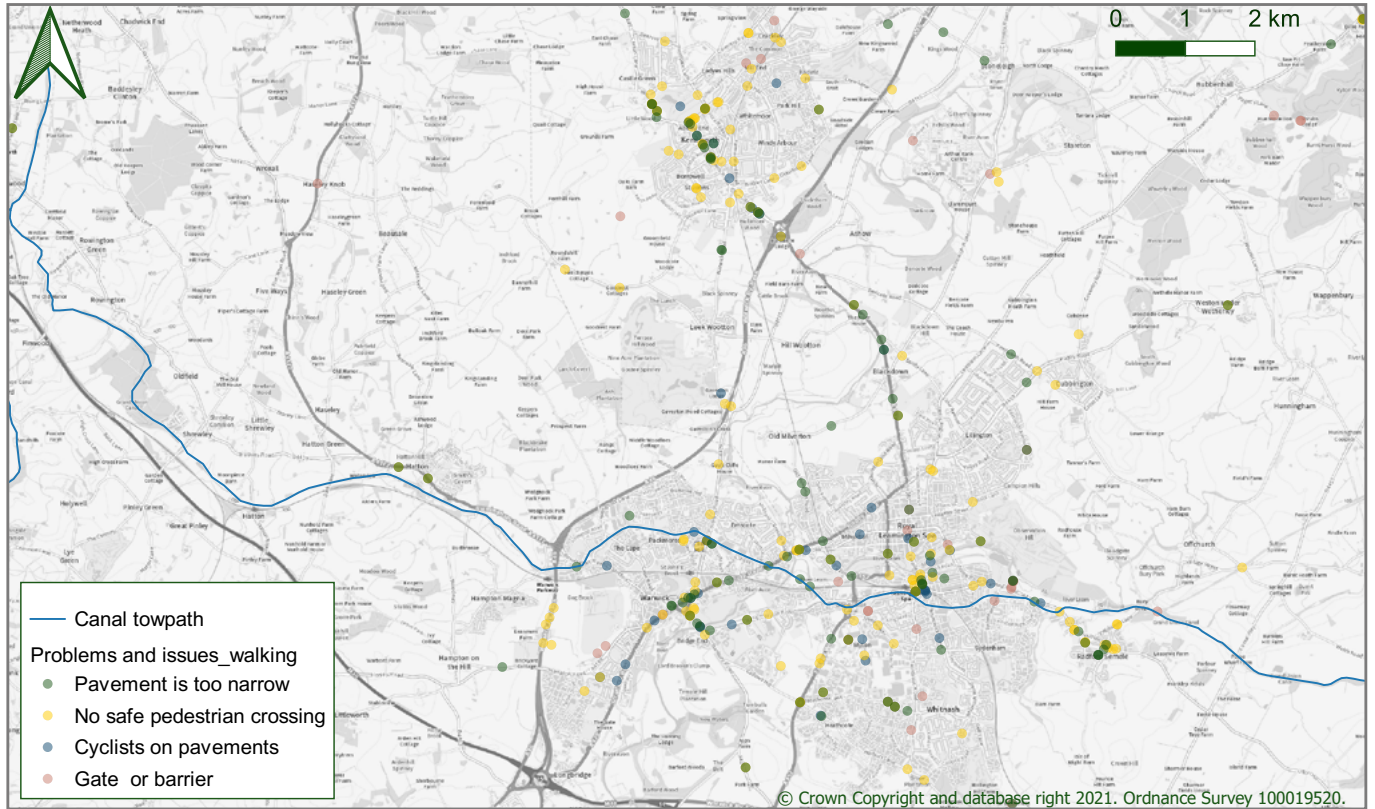


Figure W7: Warwickshire LCWIP Survey: cycling issues in Warwick, Leamington Spa and Kenilworth

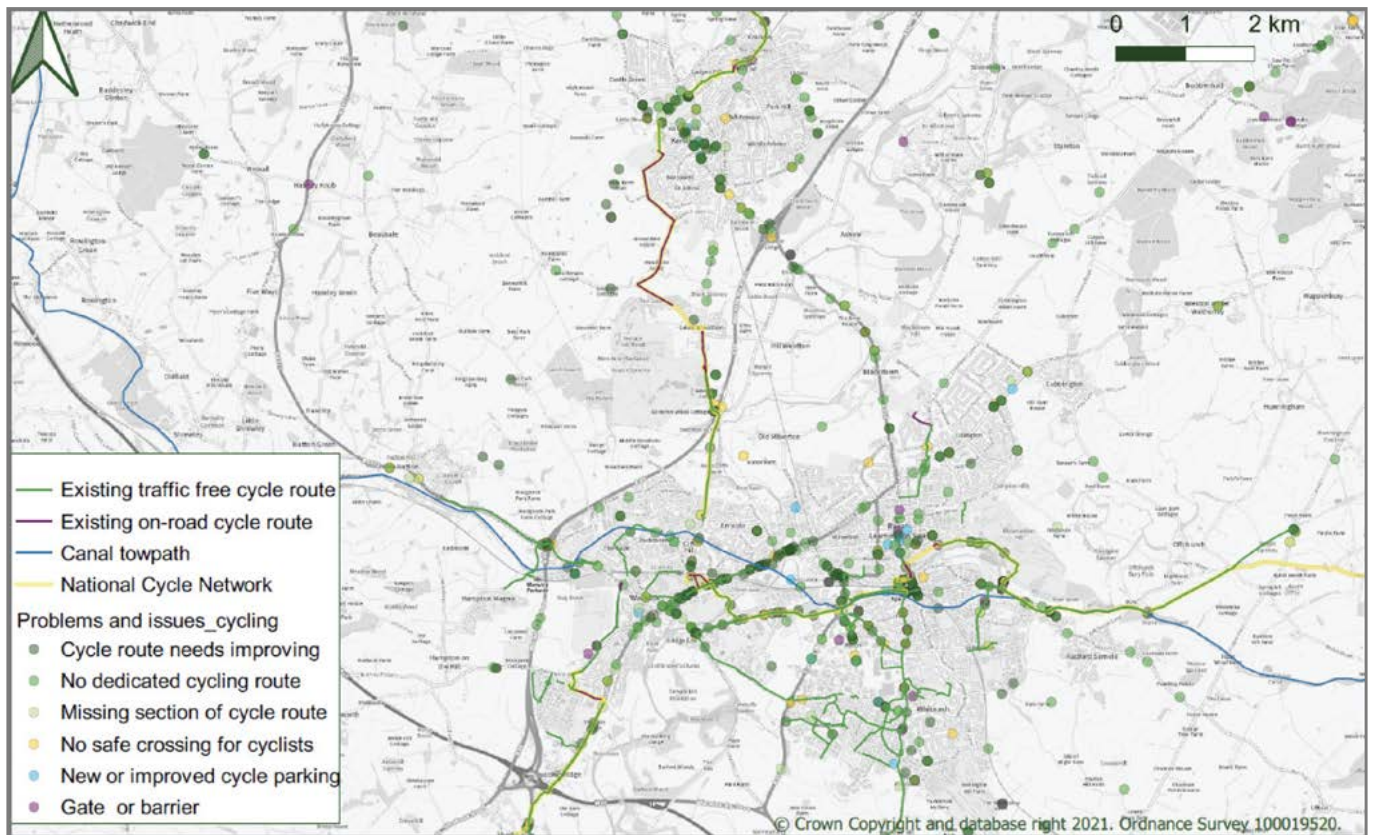
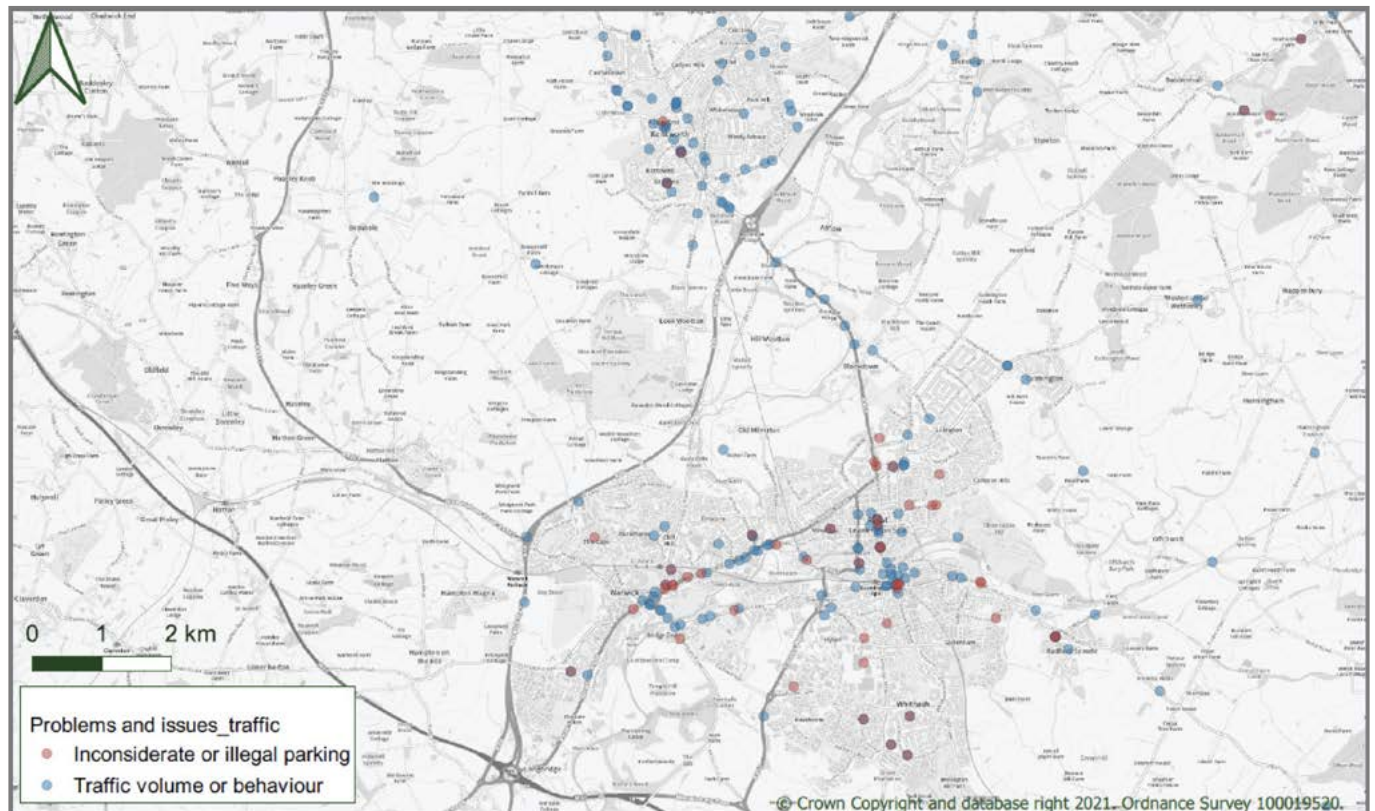


Figure W8: Warwickshire LCWIP Survey: traffic issues in Warwick, Leamington Spa and Kenilworth



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.

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.





- 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.

## LCWIP consultation, 2022

Warwickshire residents and stakeholders were invited to submit comments and complete survey questions on the draft LCWIP for 8 weeks between June and August 2022. People could feedback in a variety of ways including an [online survey on Ask Warwickshire](#), drop-in sessions (Leamington Spa, Stratford-upon-Avon, Rugby, Nuneaton, Coleshill and Atherstone), online webinar and at specific meetings with organisations and individuals.

The consultation was promoted extensively by Warwickshire County Council using a variety of communication channels including emails, bulletins, newsletters, posters, fliers, media releases and social media posts (by the County Council and its partners). The consultation successfully engaged with a wide range of people, reflecting the views of residents and organisations from across the county and beyond. A total of 1,031 people responded to the online survey.

Detailed analysis of the consultation feedback was undertaken. Response levels were very high in Warwick District. 42.6% of LCWIP consultation respondents were residents of Warwick District, which compares with 25.1% of Warwickshire residents who actually live in this area.

583 respondents reviewed the plans for walking infrastructure with 276 submitting comments for Warwick District. 77.2% of these agreed or strongly agreed with the walking plans proposed for Warwick District (the highest of any District or Borough) whilst 9.9% disagreed or strongly disagreed.

124 respondents provided more detailed comments, with the most common themes and requests being:

- criticism of lack of ambition in plans.
- add to or extend the proposed routes.
- pedestrianise more areas.
- improve or better maintain existing routes.
- ensure safety of routes/address safety concerns.

681 respondents reviewed the plans for cycling infrastructure with 348 submitting comments for Warwick District. 78.5% agreed or strongly agreed with the cycling plans proposed for Warwick District (the highest of any District or Borough) whilst 13.8% disagreed or strongly disagreed.

214 respondents provided more detailed comments, with the most common themes and requests being:

- add to or extend the proposed routes.
- provide separate lanes/ paths.
- ensure safety of routes/ address safety concerns.

- criticism of lack of ambition in plans
- support for specific routes

These survey comments were reviewed in detail and the walking and cycling network plans have been significantly changed to add new routes, extend the proposed routes and provide more connections and links.

People attending the LCWIP drop-in event in Leamington Spa focussed on specific opportunities to improve the walking and cycling network and complete missing links, including in rural areas. Some concerns were raised over the condition of existing facilities.

Discussions also took place with Warwick District Council, National Highways, HS2, Sustrans, Canal and River Trust, Warwickshire Vision (Leamington group) and Warwickshire Youth Council. Further emails/ detailed submissions relating to the Warwick District area were received from three local residents, Cycleways, Friends of Radford's Green Environment, Leamington Spa Town Council, Kenilworth Town Council, Warwick District Council, University of Warwick, Richborough Estates and Jaguar Land Rover. Other feedback was received from Clean Air Warwickshire, Guide Dogs, Transport for West Midlands and the British Horse Society.

### Other local feedback

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.

**NDPs** have therefore been used as an additional source of information for this LCWIP. These include 'Made' (adopted) Neighbourhood Plans for:

- **Burton Green** – March 2022
- **Bishops Tachbrook** – October 2021
- **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:

- Lapworth
- **Old Milverton & Blackdown**
- Cubbington





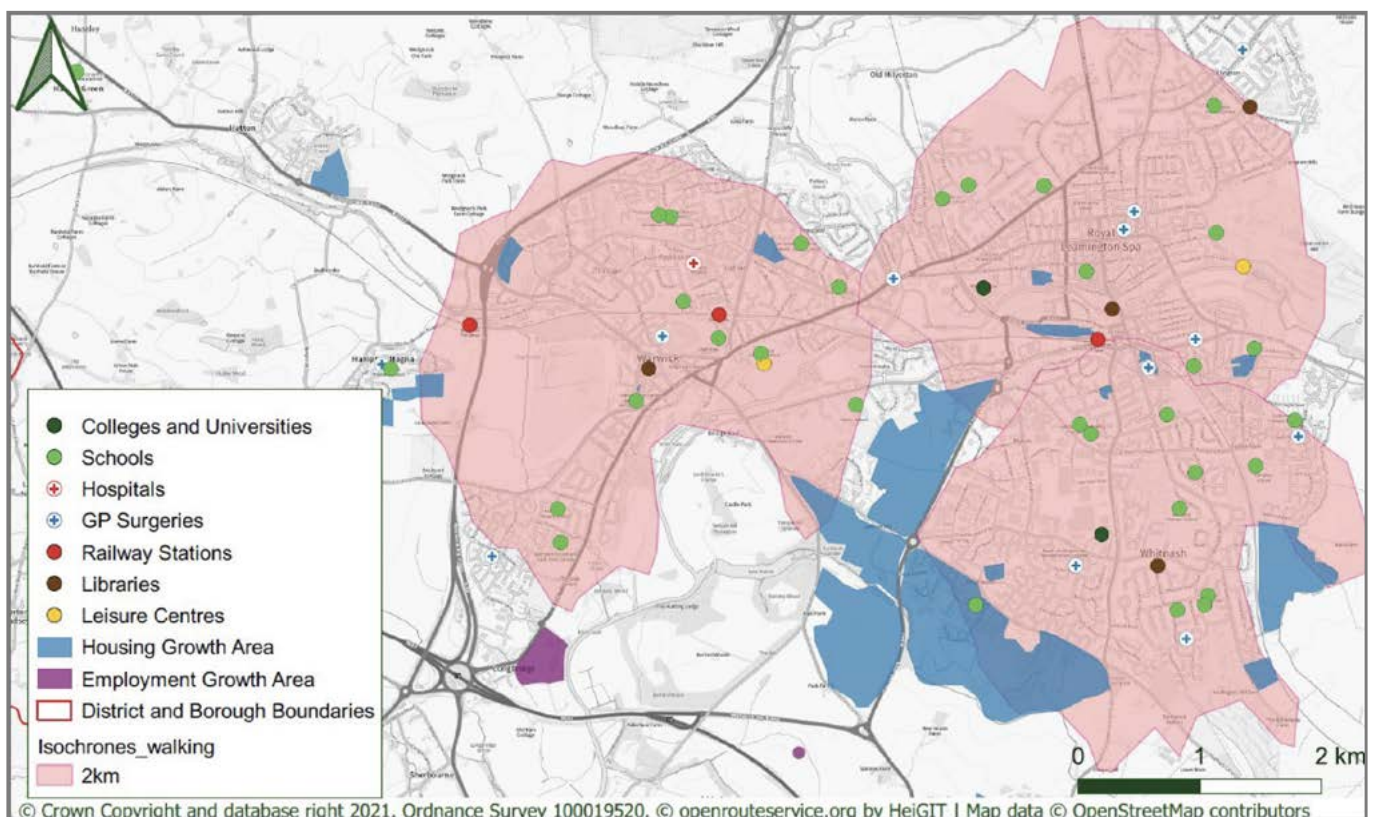
### 3. Warwick Walking Infrastructure Plan

#### 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 1 mile 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.

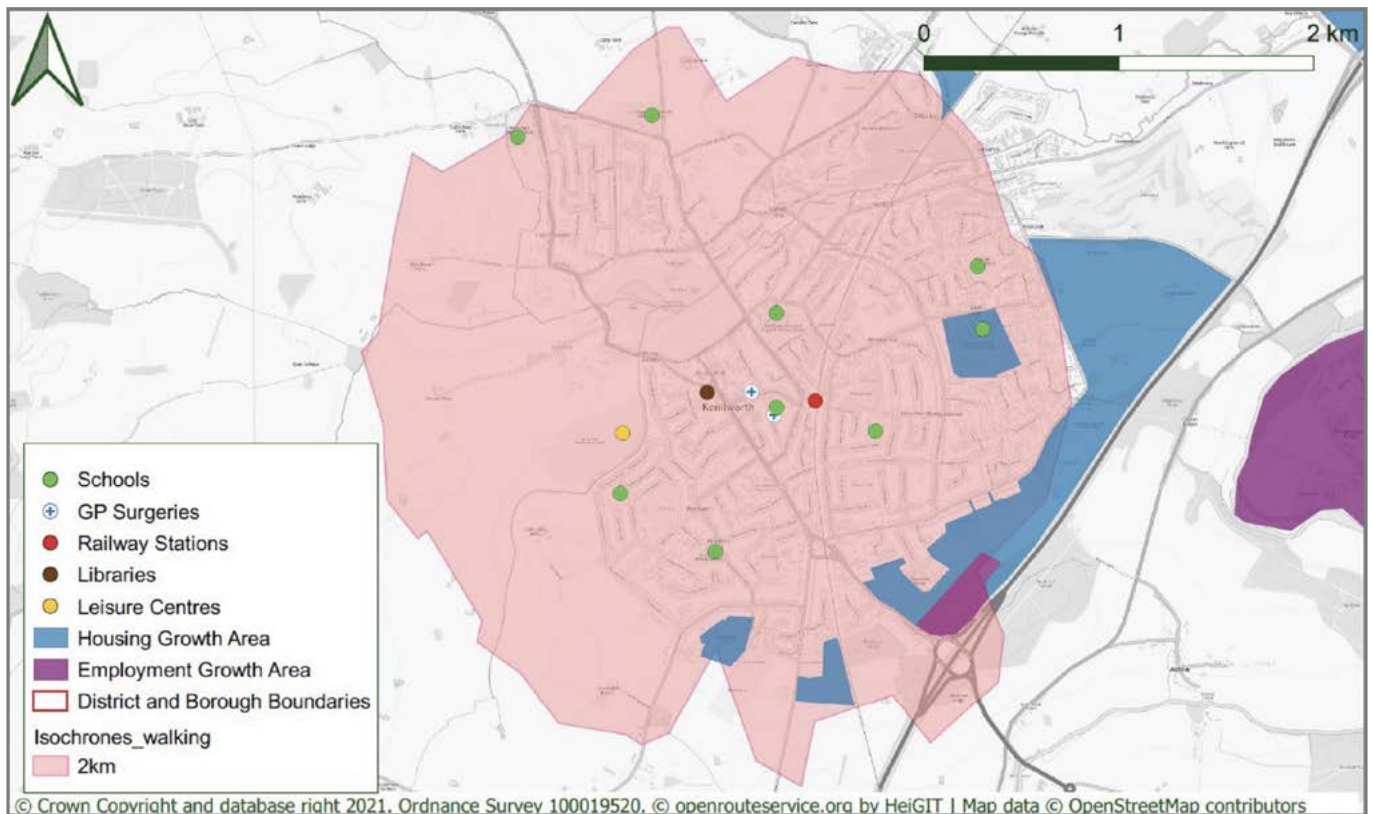
Figure W10: potential for walking: 2km walking zone around Warwick, Leamington Spa and Whitnash



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.

### Potential for walking – towpaths

The Warwickshire Towpaths Transport Strategy was produced by consultants TTC in 2023 to inform the delivery of the [Warwickshire Waterways Strategy](#). The Transport Strategy reviewed the current condition of towpaths across the county and assessed specific areas (within a catchment area of 800m from key settlements) with propensity to attract and support an increase in users.

In Warwick District, two areas were assessed:

- Leamington Spa, Grand Union Canal - scored as high priority with potential for installation of signage.
- Warwick, Grand Union Canal - scored as low priority.

### Potential for walking – town centre transformation

The Leamington Transformation Board aims to address some of the challenges facing Leamington Spa's town centre and to coordinate a portfolio of projects to support a thriving town centre. The Board is made up of all three tiers of local government (Royal Leamington Spa Town Council, Warwick District Council and Warwickshire County Council) and has an independent Chair.

The [Transforming Leamington projects](#) include the delivery of the Leamington Creative Quarter, Future High Streets funded regeneration and connectivity projects, and aspirations for a 'Mini Holland' approach to active travel in and around the town centre. Leamington Spa's Mini Holland Development Programme recognises the considerable potential for place making and higher levels of walking, cycling and wheeling, through the creation of liveable neighbourhoods,

repurposed carriageways and healthier streets. Proposals within the 2023 Mini Holland feasibility study focussed on transforming the street environment across the town centre, improving Parade and Bath Street and creating a place where people choose to spend time, shop and socialise.

## 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.

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

- Active Travel Zones (**Z**) – walking-focussed interventions in areas of highest pedestrian and cycle activity such as town centres. They are likely to be a combination of the prestige walking zone and primary walking route categories identified in the Council's footway hierarchy (Table W2). Typical measures in these areas will include footway widening, pedestrian crossing facilities, public space improvements, seating and planting, waymarking and cycle parking, supported by slower speed limits and car parking management.
- 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. Wherever possible, these routes will be investigated as multi-user trails for walking, wheeling, cycling and horse-riding.

Accessibility improvements will be an integral part of new walking infrastructure, including step-free paths, removal of barriers, wider pavements, tactile surfaces, markings and safer crossings.

For potential schemes identified in Figure W12 and Table W5, some will be delivered by third parties such as developers or the District Council. Where potential schemes are promoted by Warwickshire County Council, next steps will include analysing relevant data, carrying out walking audits and commissioning surveys, feasibility studies and/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'. Active Travel Zones will be integrated with wider town centre and regeneration projects including the [Transforming Leamington initiative](#).

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, improvements to public squares and parks, and the establishment of school streets and quiet lanes.

Figure W12: Proposals for walking infrastructure in Warwick District

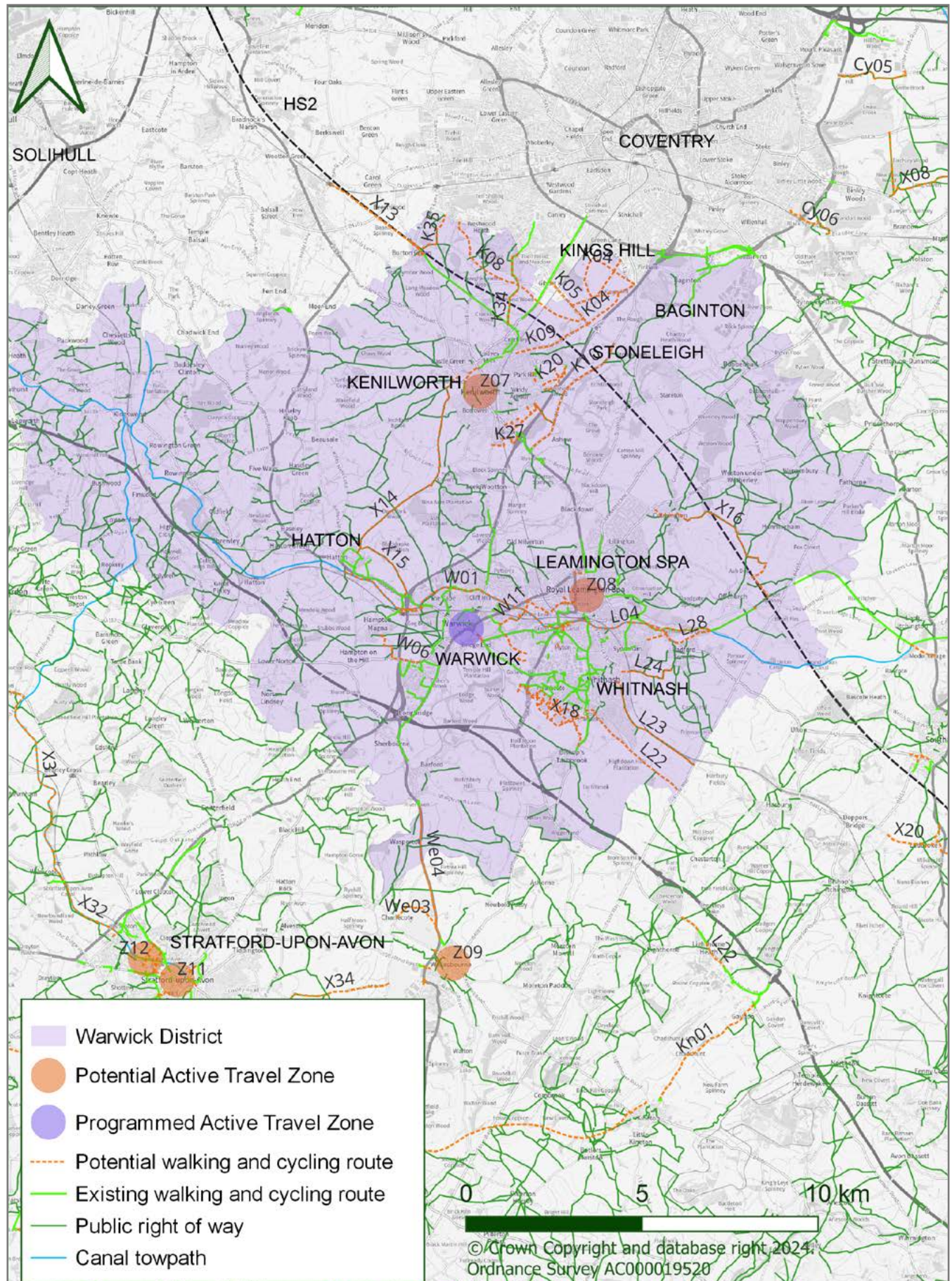


Table W5: Proposals for walking infrastructure in Warwick District

Ref	Programmed schemes	Type
	<b>Warwick</b>	
	Myton Green and Heathcote Sustainable Urban Extension	Path/ cycle track through open space
	Primrose Hill crossing	Path/ cycle track through open space and crossing
	Warwick Town Centre	Active Travel Zone
	<b>Leamington</b>	
	A452 Europa Way	Footway/ cycle track adjacent to road
	Grand Union Canal (Radford Semele access ramp)	Towpath access ramp
	Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	Footway/ cycle track adjacent to road and crossing
	Offchurch Greenway (NCN41) (Welsh Road - Fosse Way)	Path/ cycle track through open space and foot/ cycle bridge
	Radford Meadows Bridge	Foot/ cycle bridge
	<b>Kenilworth area</b>	
	(K2L) A452 Kenilworth to Leamington, south of B4115	Footway/ cycle track adjacent to road and crossing
	Coventry Gateway South	Path/ cycle track through open space
	Glasshouse Lane	Footway/ cycle track adjacent to road
	Stoneleigh Road (Dalehouse Lane to A46)	Footway/ cycle track adjacent to road
Ref	Potential schemes	Type
	<b>Warwick</b>	<b>(Please see Fig W20 for details)</b>
W01	Grand Union Canal (Hatton - Emscote)	Towpath
W03	Warwick Parkway Station access	Path/ cycle track through open space and on-carriageway route
W06	Hampton Magna connections via new development	Footway/ cycle track adjacent to road and path/ cycle track through open space
W10	Myton path (Myton Road - Technology Park)	Path/ cycle track through open space
W11	River Avon Path (St Nicholas Park/ Pickard Street to Portobello Bridge)	Path/ cycle track through open space
W12	Fusiliers Way - Technology Park	Path/ cycle track through open space
W13	Peabody Way - Tach Brook - The Asps	Path/ cycle track through open space
W14	A452 Europa Way foot/cycle bridge	Foot/ cycle bridge

Table W5: Proposals for walking infrastructure in Warwick District

Ref	Potential schemes	Type
	<b>Leamington</b>	<b>(Please see Fig W21 for details)</b>
Z08	Leamington Town Centre	Active Travel Zone
L01	River Leam Path (Portobello Bridge to Prince's Bridge)	Path/ cycle track through open space
L02	River Leam Path (Prince's Bridge to Adelaide Bridge, with link to Milverton)	Path/ cycle track through open space
L04	Grand Union Canal (Emscote - Offchurch Greenway)	Towpath
L05	Fords Fields path (Queensway - NCN41)	Path/ cycle track through open space
L11	A445 Lillington Avenue/ Binswood Avenue	Footway/ cycle track adjacent to road and crossing
L22	Leamington - Lighthorne Heath and Gaydon	
L23	Golf Lane Bridleway, Whitnash	Path/ cycle track through open space
L24	Bridleway (Whitnash - Radford Semele)	Path/ cycle track through open space
L26	Disused railway (Radford Road - Calder Walk)	Path/ cycle track through open space and on-carriageway route
L27	A425 Radford Road/ Southam Road (Radford Semele - Leamington)	Footway/ cycle track adjacent to road
L28	Offchurch Lane: Radford Semele - Grand Union Canal	Footway/ cycle track adjacent to road
	<b>Kenilworth area</b>	<b>(Please see Fig W22 for details)</b>
Z07	Kenilworth Town Centre	Active Travel Zone
K04	Kings Hill development including spine road and Kings Hill Lane	Footway/ cycle track adjacent to road, path/ cycle track through open space and crossing
K05	Stoneleigh Road (Gibbet Hill - Kings Hill Lane)	Footway/ cycle track adjacent to road
K06	Stoneleigh Road (Kings Hill Lane to Dalehouse Lane)	Footway/ cycle track adjacent to road
K08	A46 University of Warwick Strategic Link Road	Footway/ cycle track adjacent to road
K09	Dalehouse Lane	Footway/ cycle track adjacent to road
K10	B4115 Ashow Road near Stoneleigh Business Park (Rocky Lane to Stoneleigh)	Footway/ cycle track adjacent to road
K11	Burton Green (Kenilworth Greenway NCN 523)	Path/ cycle track through open space
K14	Abbey Fields	Path/ cycle track through open space and crossing
K20	East Kenilworth development - new roads	Footway/ cycle track adjacent to road

Table W5: Proposals for walking infrastructure in Warwick District

Ref	Potential schemes	Type
	<b>Kenilworth</b>	
K21	East Kenilworth development - greenways	Path/ cycle track through open space
K22	Thickthorne development	Footway/ cycle track adjacent to road
K27	Paths, Bullimore Wood	Path/ cycle track through open space
K28	Ashow Rd	Footway/ cycle track adjacent to road
K29	Rocky Lane	Path/ cycle track through open space
K33	The Wardens Paths	Path/ cycle track through open space
K34	NCN52 (Kenilworth Greenway - University of Warwick)	Path/ cycle track through open space
K35	Westwood Heath - Kenilworth Greenway	Path/ cycle track through open space
	<b>Cross-county routes</b>	
X13	Kenilworth Greenway (NCN523) (Burton Green - Berkswell)	Multi user traffic-free route
X14	Bridleway between Hatton and Kenilworth	Multi user traffic-free route
X15	Bridleway between Hatton and Warwick	Multi user traffic-free route
X16	HS2 Link: Cubbington to Offchurch	Multi user traffic-free route
X17	Offchurch Greenway (NCN41) Welsh Road	Multi user traffic-free route
X18	Tachbrook Country Park, and Heathcote	Multi user traffic-free route
X17	Offchurch Greenway (NCN41) Welsh Road	Cycle track/ path on open space
X18	Tachbrook Country Park, and Heathcote	Cycle track/ path on open space



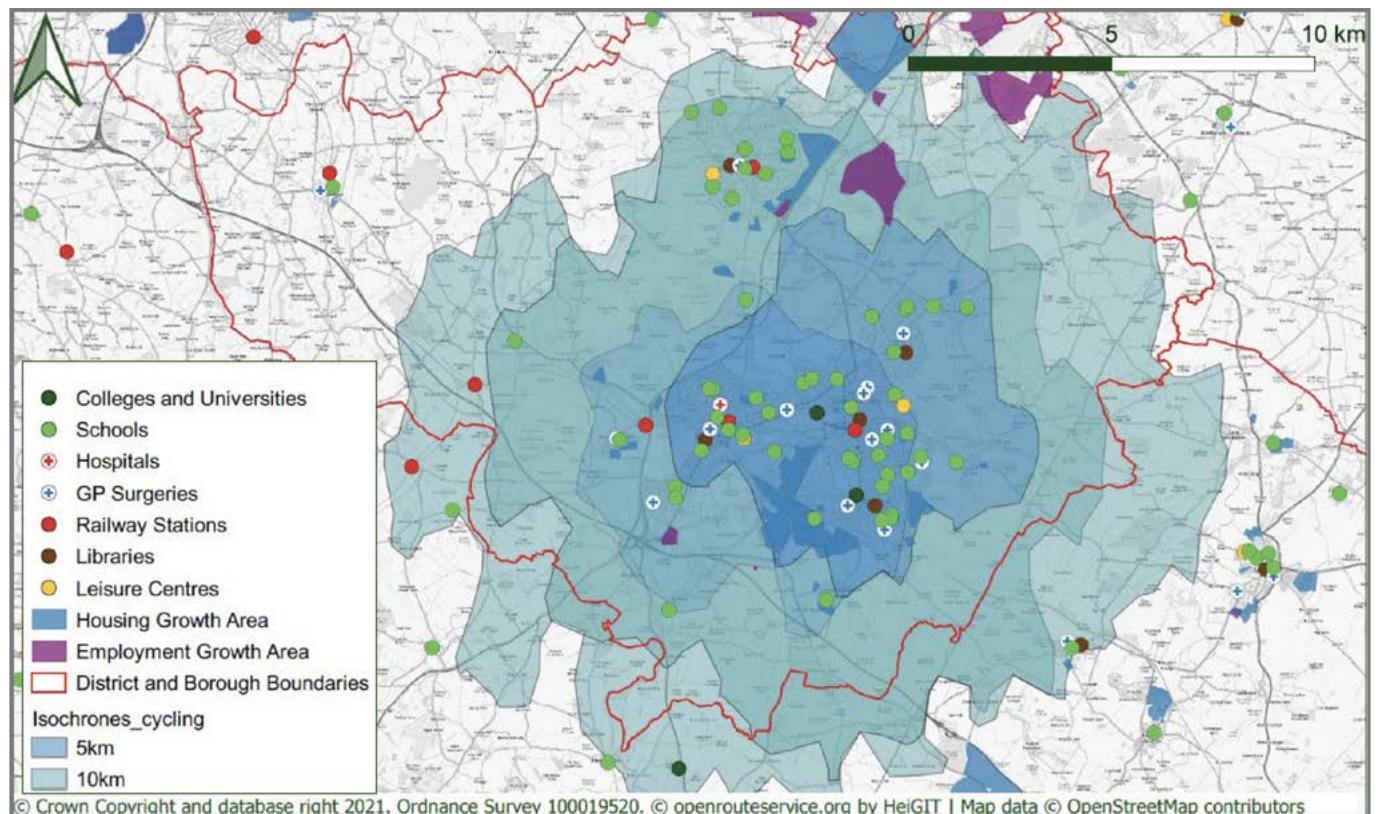


## 4. Warwick Cycling Infrastructure Plan

### 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



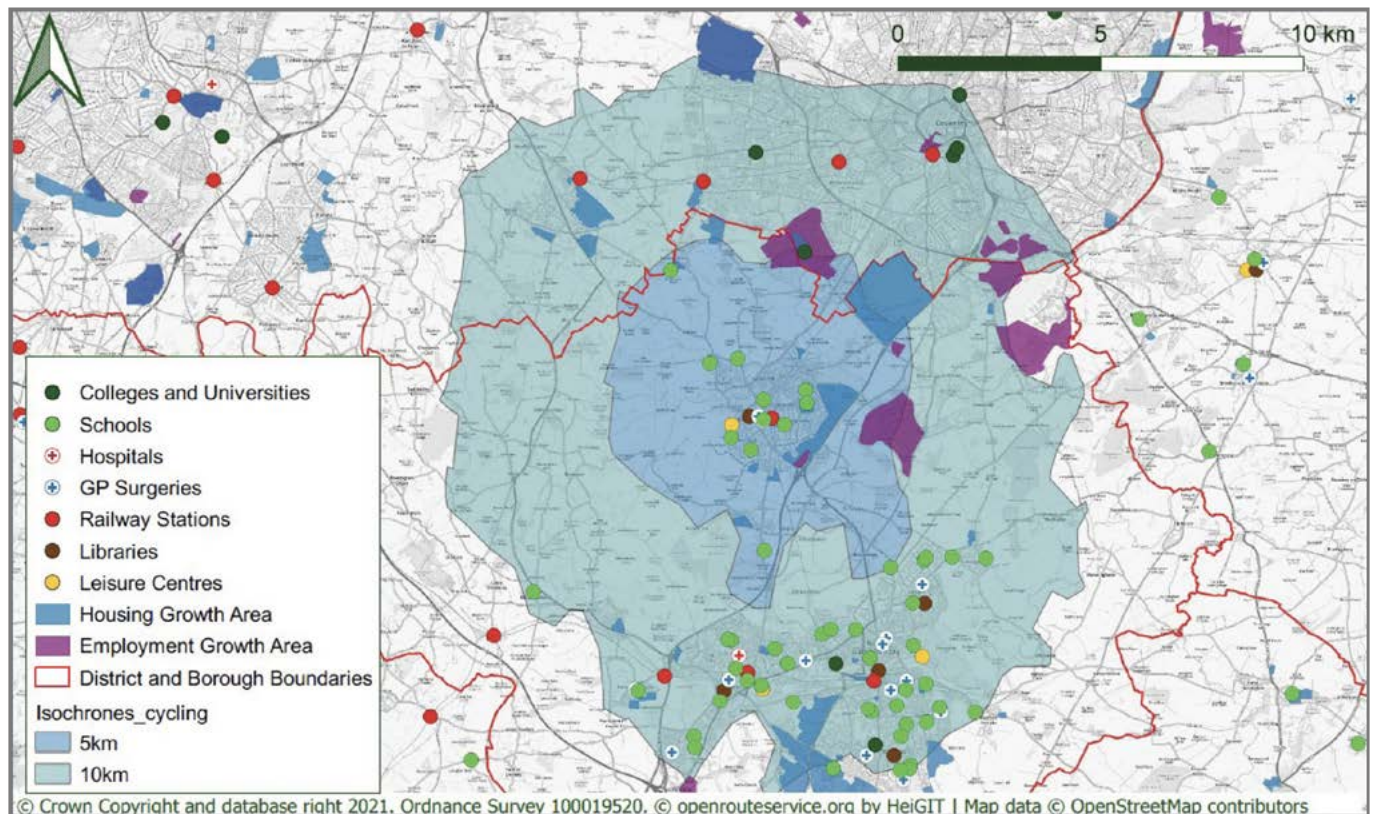
The maps also show key destinations, including sites identified for housing and employment growth, and existing journey attractors such as schools, health centres and railway stations and large employment sites. Significant residential growth is planned for Warwick District, which will largely be located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

The 2023 Warwickshire Towpaths Transport Strategy (part of the Warwickshire Waterways Strategy) reviewed the current condition of towpaths across the county and assessed specific areas (within a catchment area of 800m from key settlements) with propensity to attract and support an increase in users.

In Warwick District two areas were assessed for cycling:

- Grand Union Canal between Hatton and Warwick Parkway Railway Station – scored as medium priority. The Strategy suggested that access could be improved at Middle Lock Lane and the A4177 Birmingham Road, Hatton
- Grand Union Canal between Warwick (Cape Road) and Leamington (B4087 Tachbrook Road) – scored as low priority

## Potential for cycling - travel demand (short trips)

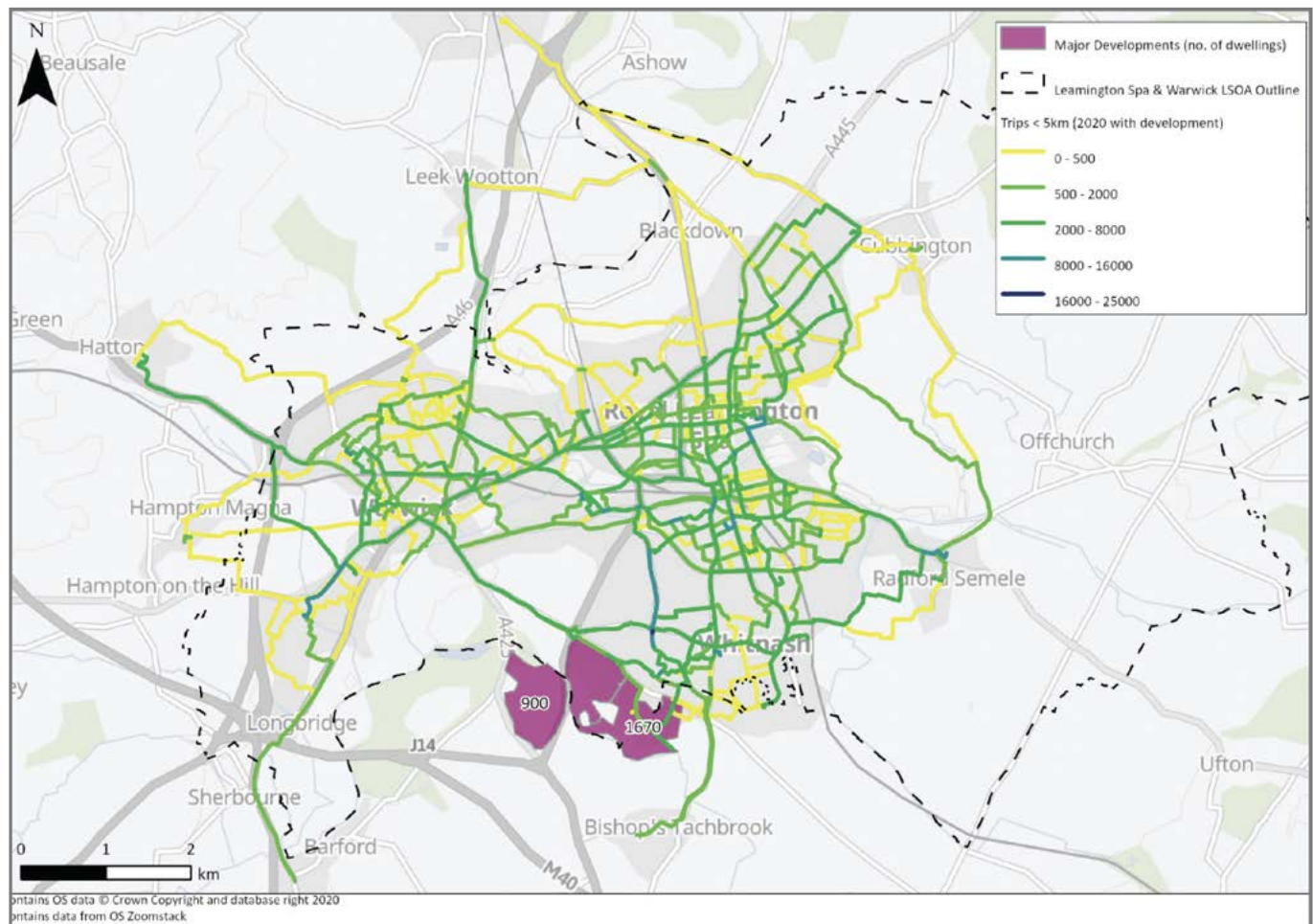
In addition to mapping the potential cycling zones and key destinations within these, Warwickshire County Council commissioned Phil Jones Associates (PJA) to investigate potential for cycling by looking at corridors in the larger settlements and assessing the demand for short trips.

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).

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.

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

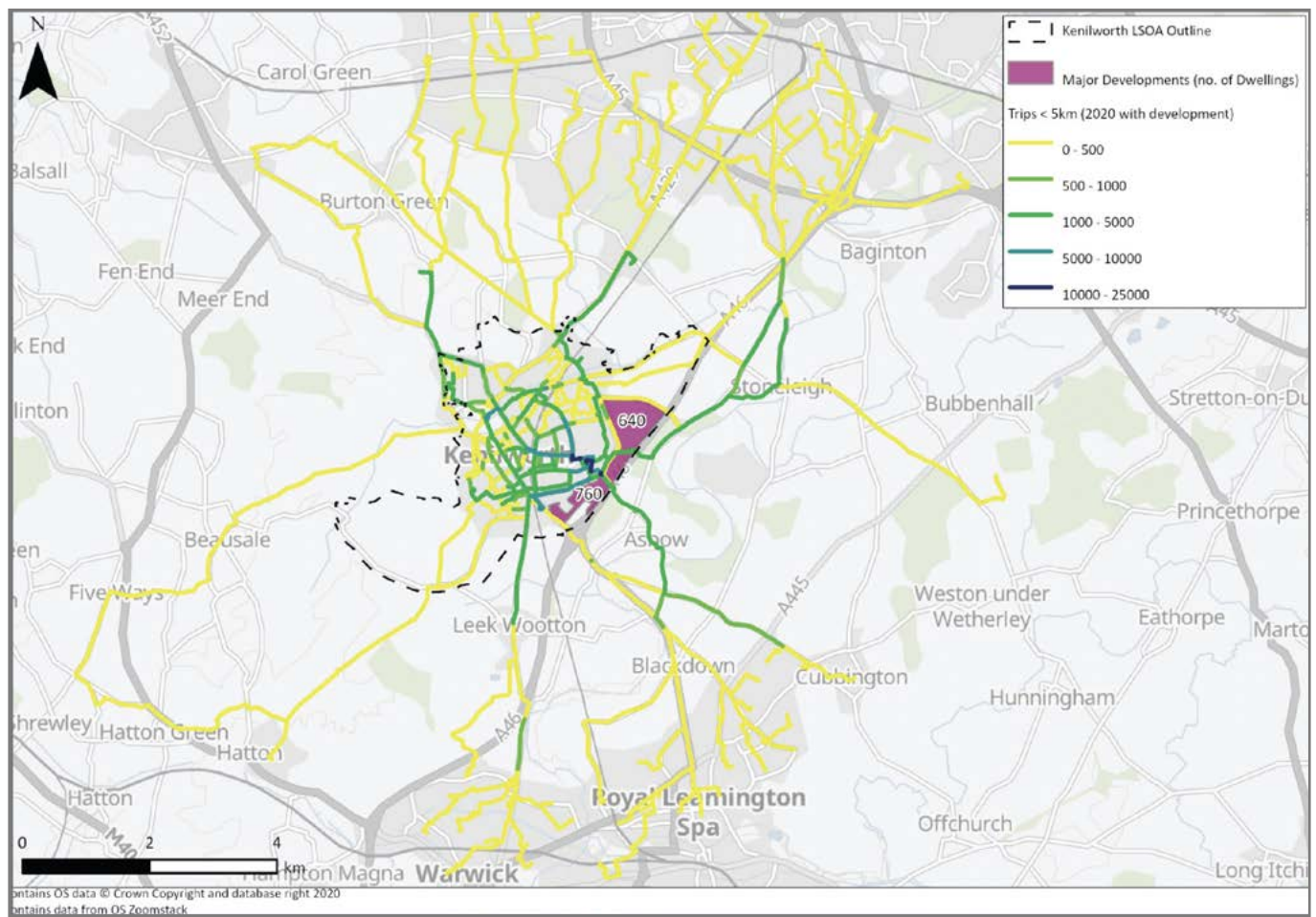


Trips shown on the flow maps are the motorised vehicle trips under 5km, factored to 2020, representing the average motorised vehicle trips over a 24 hour period (midweek). Study areas were based on Lower Level Super Output Areas (LSOA) used by Census. The centroid of each LSOA is based on the centre of population rather than the geographical centre which was used for 5km and 10km zones.

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 W16), there is strong justification for not only an A52 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 Gibbitt 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.

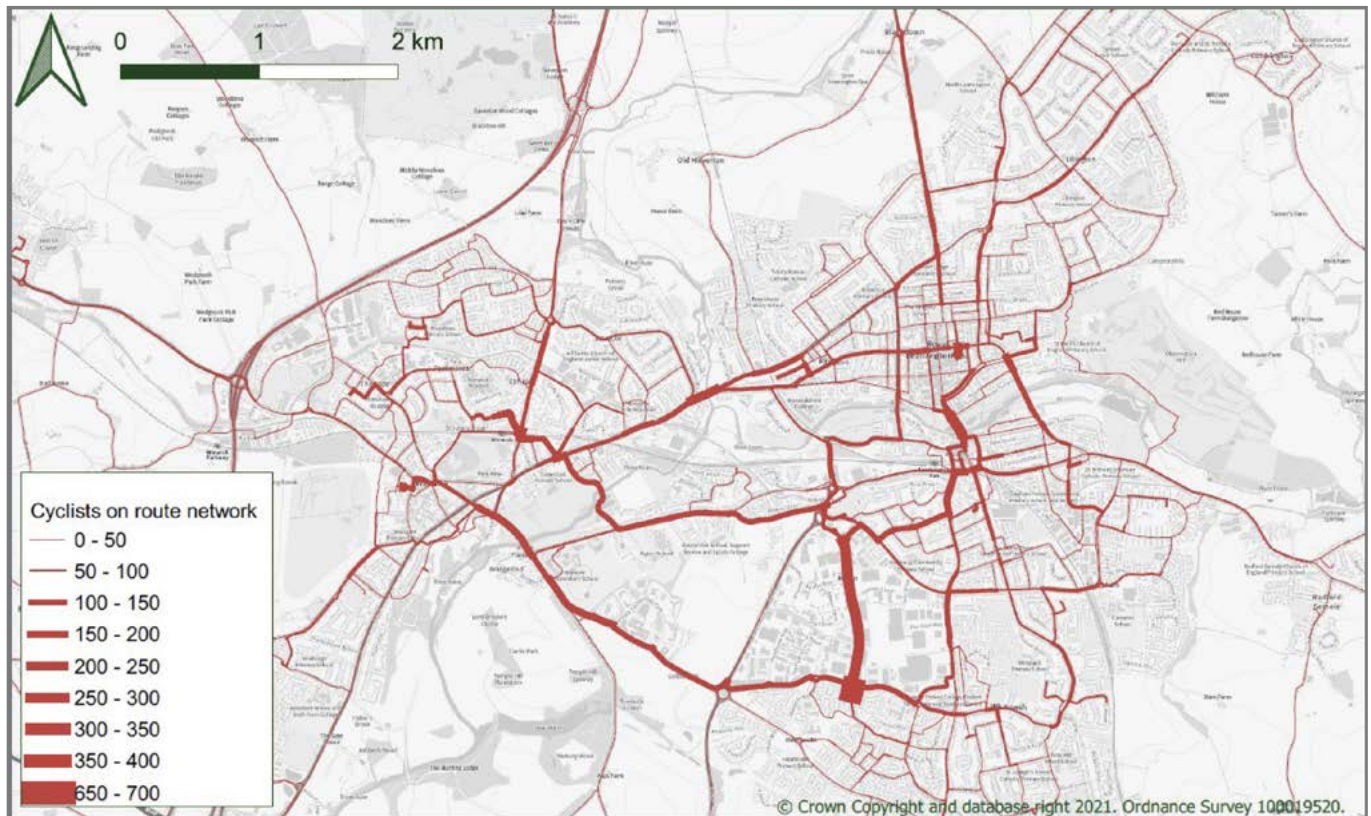
### Potential for cycling - travel demand (propensity to cycle)

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

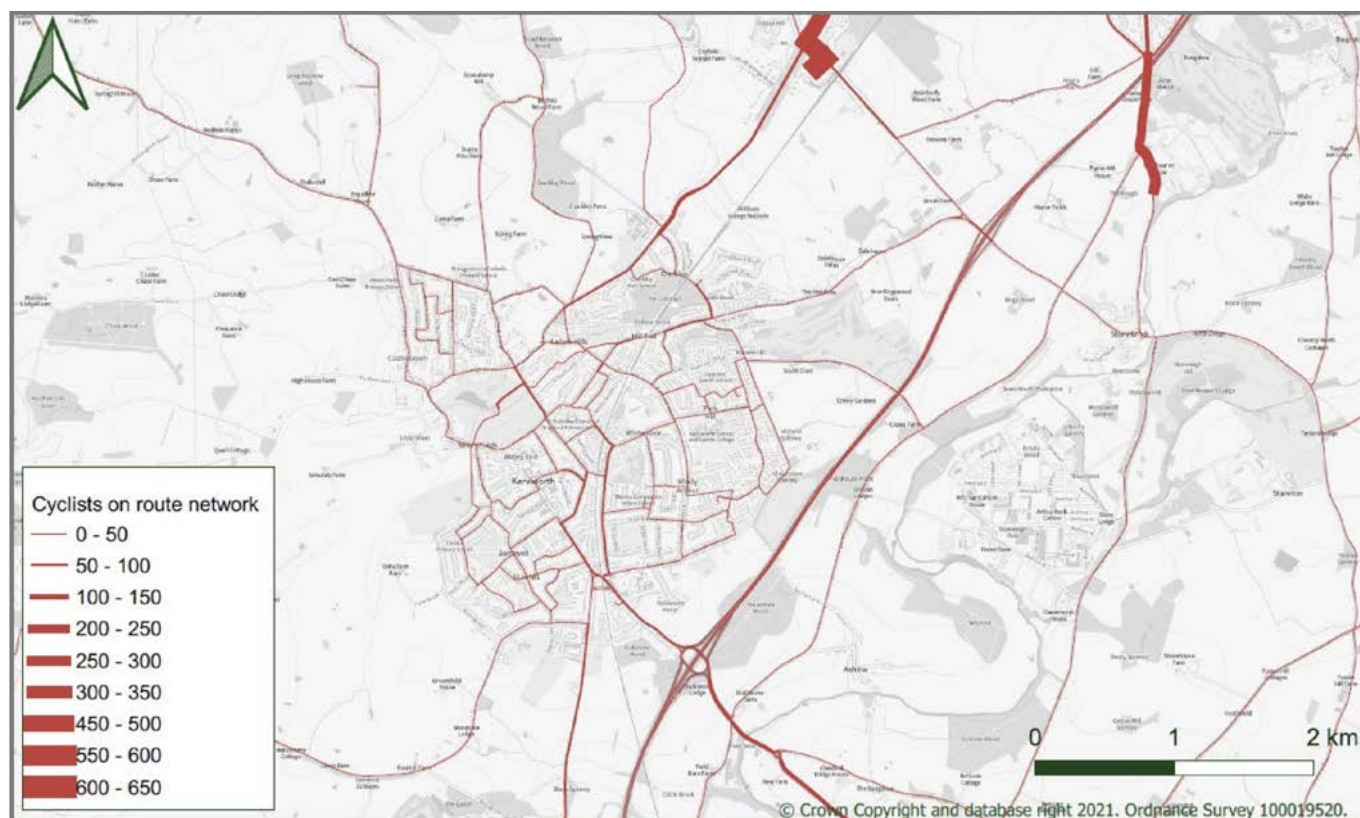


The PCT indicates greatest demand for cycling along the following routes:

- 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 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 and quiet lanes. 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.

A **'programmed'** scheme is an infrastructure scheme with allocated funding, where design work is well progressed. However, it may require additional funding and further design work and could be paused to allow for better co-ordination with other local projects or additional community input.

A **'potential'** scheme is an infrastructure scheme where an opportunity has been identified though the LCWIP information gathering and consultation process.

For potential schemes being promoted by Warwickshire County Council (i.e. not considered as the responsibility of a third party), next steps will include analysing relevant data, 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 third 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 routes

Ref	Cross-county routes	Type
	<b>Programmed schemes</b>	
	Offchurch Greenway (NCN41) (Welsh Road - Fosse Way)	Cycle track/ path on open space
	<b>Potential schemes</b>	
X13	Kenilworth Greenway (NCN523) (Burton Green - Berkswell)	Multi user traffic-free route
X14	Bridleway between Hatton and Kenilworth	Multi user traffic-free route
X15	Bridleway between Hatton and Warwick	Multi user traffic-free route
X16	HS2 Link: Cubbington to Offchurch	Multi user traffic-free route
X17	Offchurch Greenway (NCN41) Welsh Road	Multi user traffic-free route
X18	Tachbrook Country Park, and Heathcote	Multi user traffic-free route
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

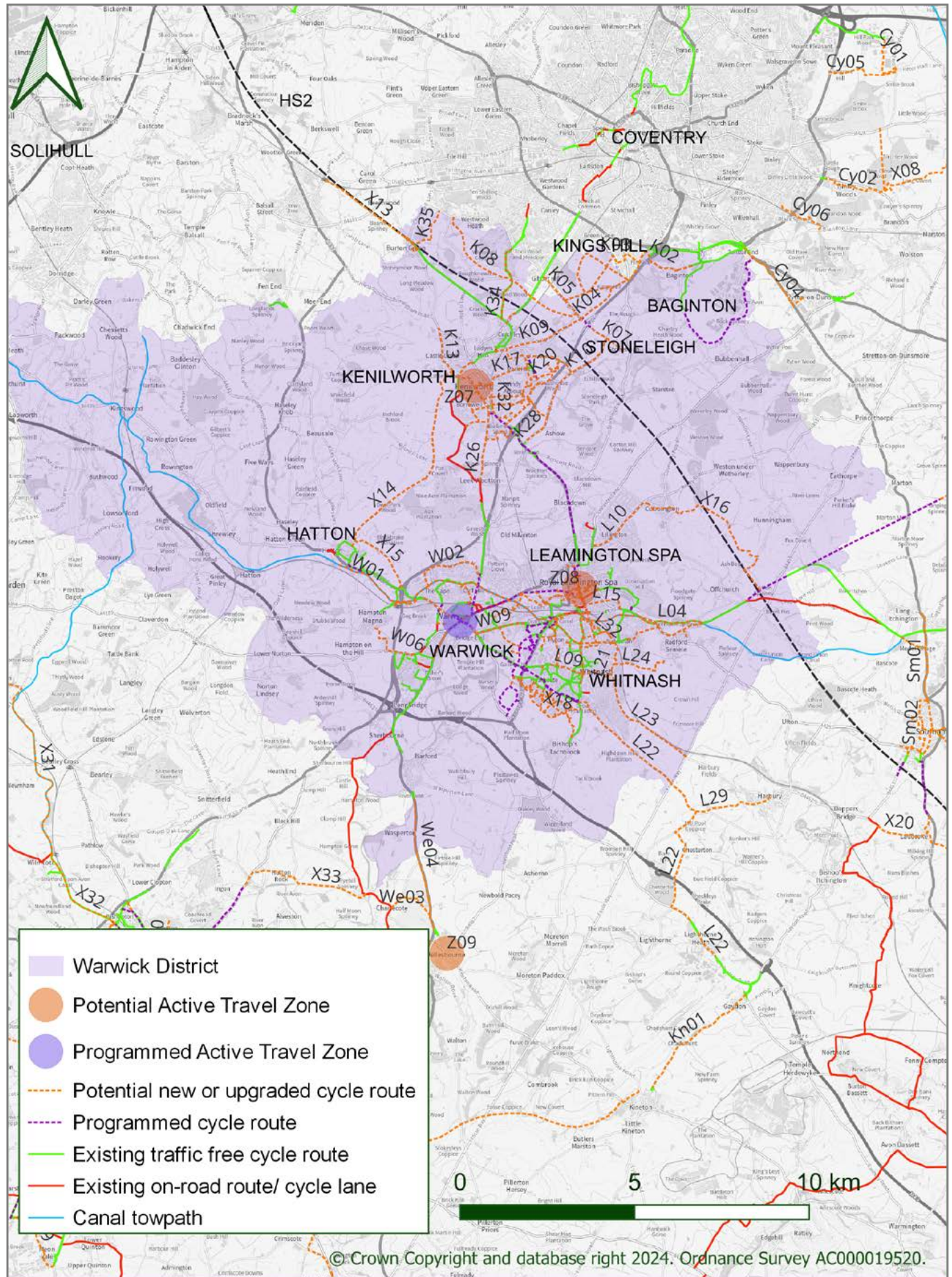




Figure W20: Indicative Cycle Network for Warwick

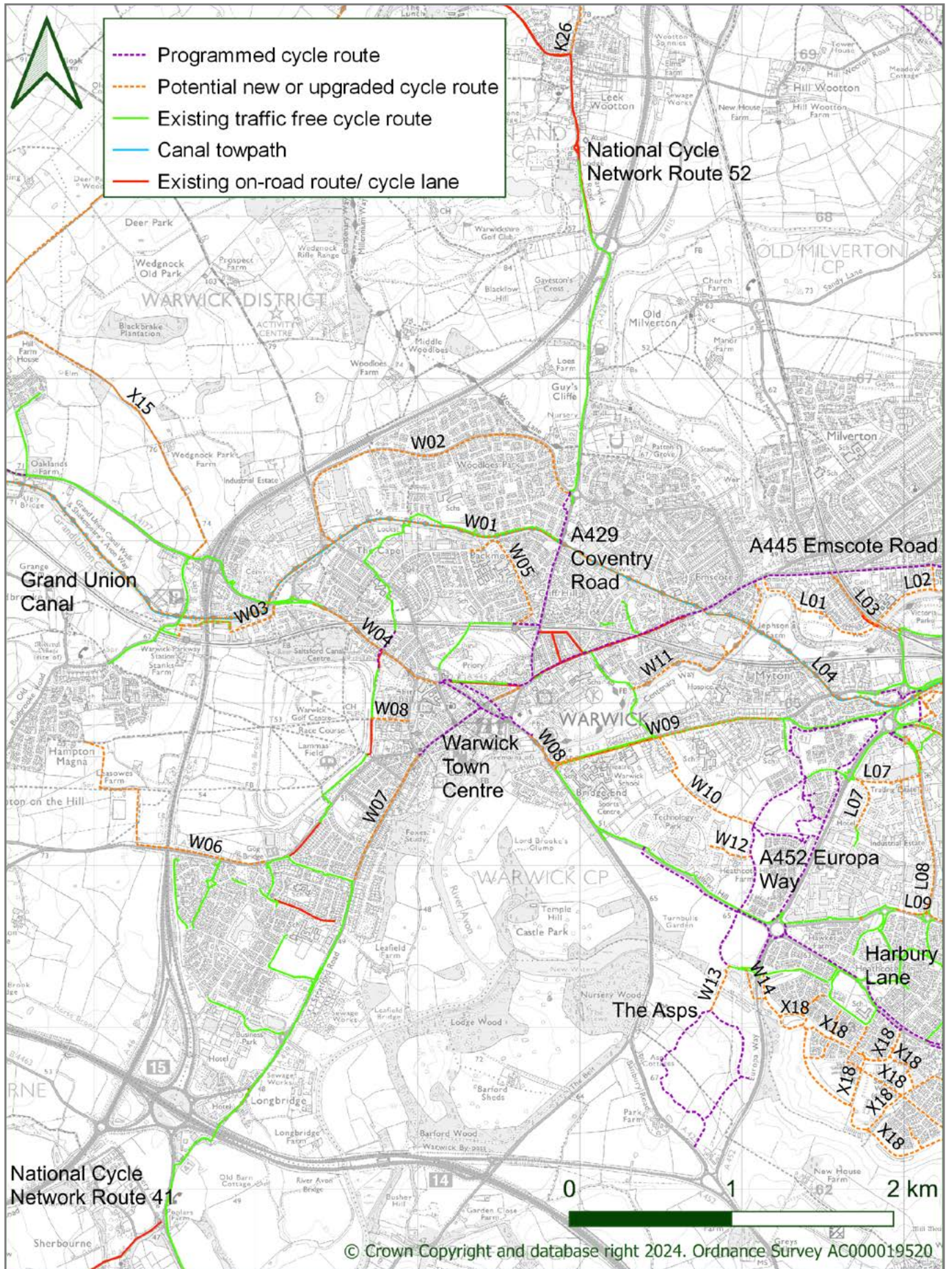


Table W7: Proposed cycle schemes in Warwick

Ref	Warwick	Type
	<b>Programmed schemes</b>	
	A4177 Birmingham Road, Hatton	Footway/ cycle track adjacent to road
	A429 Coventry Road	Footway/ cycle track adjacent to road and path/ cycle track through open space
	A445 Emscote Road (Warwick - Leamington)	Footway/ cycle track adjacent to road
	Myton Green and Heathcote Sustainable Urban Extension	Path/ cycle track through open space
	Primrose Hill crossing	Path/ cycle track through open space and crossing
	Vittle Drive / Ansell Way	Widened/ upgraded footway adjacent to road, cycle track/ path on open space and crossings
	Footway/ cycle track adjacent to road and crossing	Widened/ upgraded footway adjacent to road
	<b>Potential schemes</b>	
W01	Grand Union Canal (Hatton - Emscote)	Towpath
W02	Primrose Hill	Footway/ cycle track adjacent to road
W03	Warwick Parkway Station access	Path/ cycle track through open space and on-carriageway route
W04	A425 Saltisford/ Birmingham Road	Footway/ cycle track adjacent to road
W05	Warwick Station - Hospital	On-carriageway cycle route
W06	Hampton Magna connections via new development	Footway/ cycle track adjacent to road and path/ cycle track through open space
W07	A429 Stratford Road,	Footway/ cycle track adjacent to road
W08	Town Centre links	Path/ cycle track through open space
W09	Myton Road	Footway/ cycle track adjacent to road and path/ cycle track through open space
W10	Myton path (Myton Road - Technology Park)	Path/ cycle track through open space
W11	River Avon Path (St Nicholas Park/ Pickard Street to Portobello Bridge)	Path/ cycle track through open space
W12	Fusiliers Way - Technology Park	Path/ cycle track through open space
W13	Peabody Way - Tach Brook - The Asps	Path/ cycle track through open space
W14	A452 Europa Way foot/cycle bridge	Foot/ cycle bridge

Figure W21: Indicative Cycle Network for Leamington Spa and Whitnash

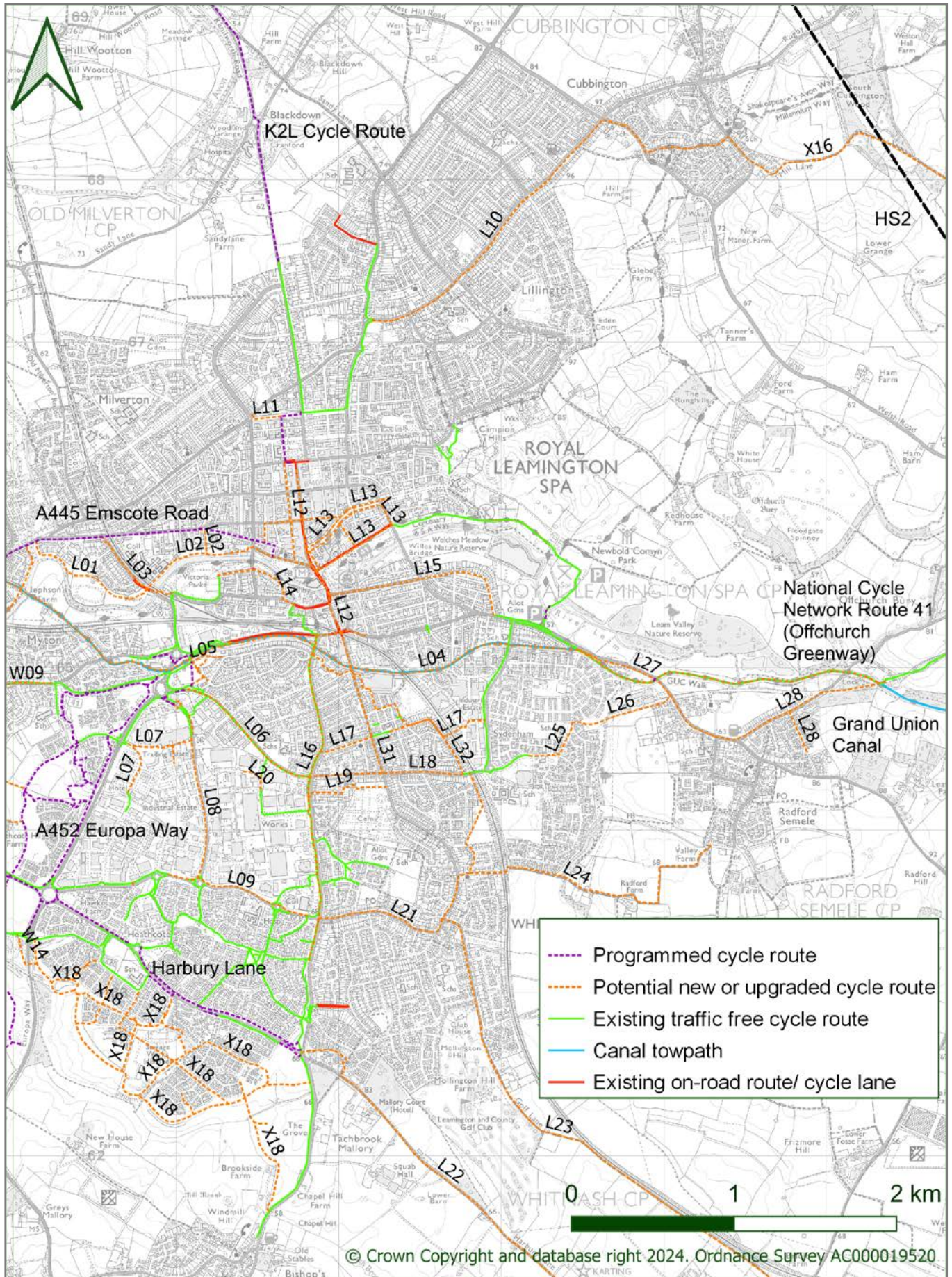


Table W8: Proposed cycle schemes in Leamington and Whitnash

Ref	Leamington and Whitnash	Type
	<b>Programmed schemes</b>	
	(K2L) A452 Kenilworth Road (Leamington Spa Town Centre)	On-carriageway route and crossing
	A452 Europa Way	Footway/ cycle track adjacent to road
	Grand Union Canal (Radford Semele access ramp)	Towpath access ramp
	Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	Footway/ cycle track adjacent to road and crossing
	Offchurch Greenway (NCN41) (Welsh Road - Fosse Way)	Path/ cycle track through open space and foot/ cycle bridge
	Radford Meadows Bridge	Foot/ cycle bridge
	<b>Potential schemes</b>	
L01	River Leam Path (Portobello Bridge to Prince's Bridge)	Path/ cycle track through open space
L02	River Leam Path (Prince's Bridge to Adelaide Bridge, with link to Milverton)	Path/ cycle track through open space
L03	A452 Princes Drive	Footway/ cycle track adjacent to road
L04	Grand Union Canal (Emscote - Offchurch Greenway)	Towpath
L05	Fords Fields paths	Path/ cycle track through open space
L06	Kingsway/ Queensway	Footway/ cycle track adjacent to road and crossing
L07	Olympus Avenue and Shires Retail Park	Footway/ cycle track adjacent to road
L08	Tachbrook Park Drive, Leamington	Footway/ cycle track adjacent to road
L09	Heathcote Lane, Warwick Gates	Footway/ cycle track adjacent to road and crossing
L10	B4453 Cubbington - Lillington - Leamington	Footway/ cycle track adjacent to road and on-carriageway route
L11	A445 Lillington Avenue/ Binswood Avenue	Footway/ cycle track adjacent to road and crossing
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 crossing
L15	Priory Terrace and Leam Terrace	Footway/ cycle track adjacent to road
L16	B4087 Tachbrook Road	Footway/ cycle track adjacent to road and crossing

Ref	Leamington and Whitnash	Type
	<b>Potential schemes</b>	
L17	Tachbrook Street, Waverley Road, Berrington Road	On-carriageway cycle route
L18	St Helen's Rd/Grosvenor Road/Prospect Road	Footway/cycle track adjacent to road
L19	Windmill Road - Leamington Cemetery	Path/cycle track through open space and on-carriageway route
L20	Juno Drive and Hermes Close	Footway/cycle track adjacent to road
L21	Whitnash connections	
L22	Leamington - Lighthorne Heath and Gaydon	
L23	Golf Lane Bridleway, Whitnash	Path/cycle track through open space
L24	Bridleway (Whitnash - Radford Semele)	Path/cycle track through open space
L25	Chesterton Drive, Sydenham	Footway/cycle track adjacent to road
L26	Disused railway (Radford Road - Calder Walk)	Path/cycle track through open space and on-carriageway route
L27	A425 Radford Road/ Southam Road (Radford Semele - Leamington)	Footway/cycle track adjacent to road
L28	Offchurch Lane: Radford Semele - Grand Union Canal	Footway/cycle track adjacent to road
L29	Chesterton - Harbury	Footway/cycle track adjacent to road
L30	A425 High Street	On-carriageway cycle route
L31	Clemens Street and Brunswick Street	On-carriageway cycle route
L32	Sydenham - Leamington Railway Station	On-carriageway cycle route



Figure W22: Indicative Cycle Network for Kenilworth

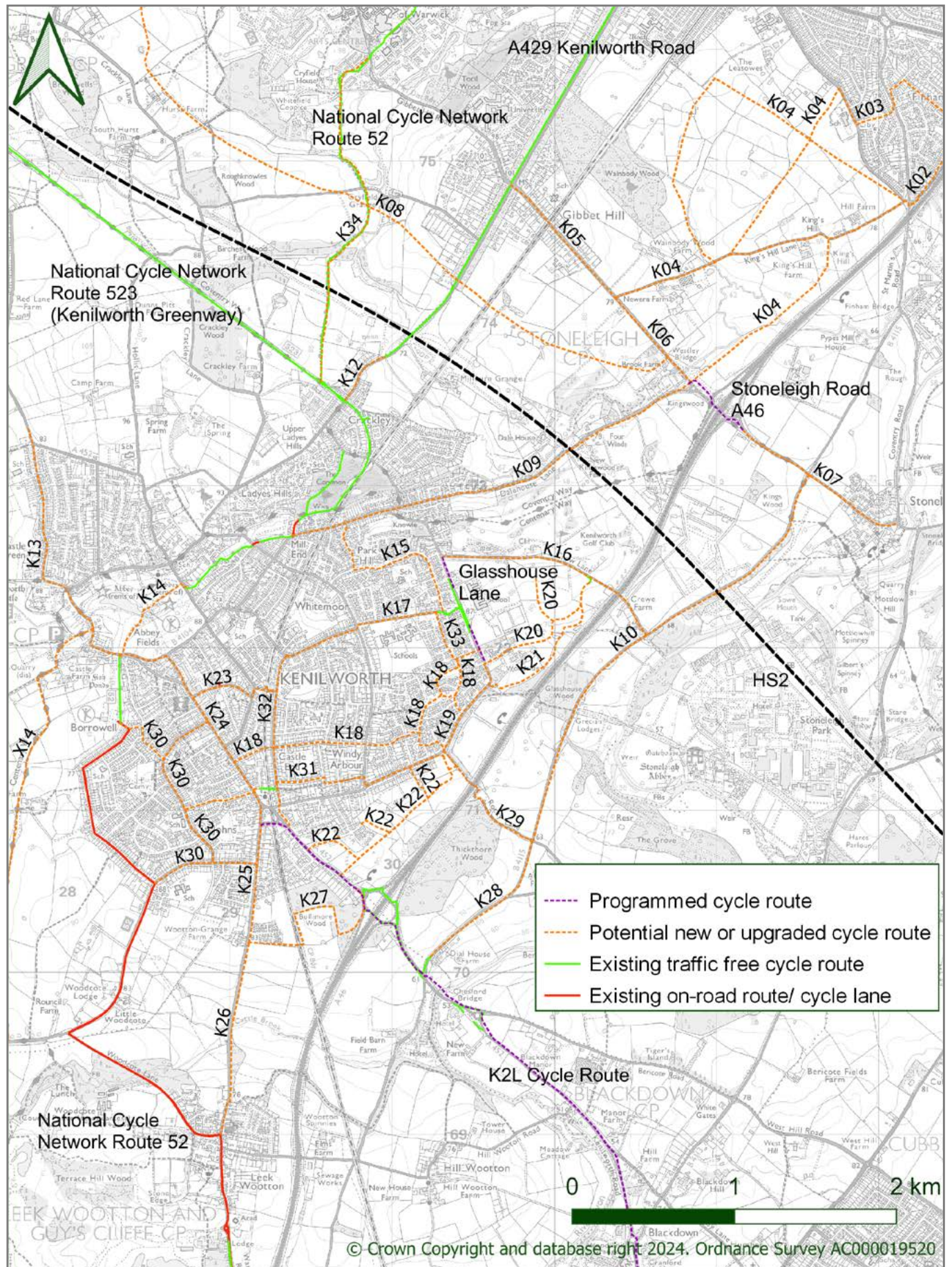


Table W9: Proposed cycle schemes in Kenilworth

Ref	Kenilworth, Stoneleigh, Baginton and Kings Hill	Type
	<b>Programmed schemes</b>	
	(K2L) A452 Kenilworth to Leamington, south of B4115	Footway/ cycle track adjacent to road and crossing
	(K2L) B4115 / Rocky Lane, Kenilworth	Footway/ cycle track adjacent to road
	Coventry Gateway South	Path/ cycle track through open space
	Glasshouse Lane	Footway/ cycle track adjacent to road
	Stoneleigh Road (Dalehouse Lane to A46)	Footway/ cycle track adjacent to road
	<b>Potential schemes</b>	
K01	Rowley Road, Baginton	On-carriageway cycle route
K02	Mill Hill, Baginton and Howes Lane	On-carriageway cycle route
K03	Finham links	On-carriageway cycle route
K04	Kings Hill development including spine road and Kings Hill Lane	Footway/ cycle track adjacent to road, path/ cycle track through open space and crossing
K05	Stoneleigh Road (Gibbet Hill - Kings Hill Lane)	Footway/ cycle track adjacent to road
K06	Stoneleigh Road (Kings Hill Lane to Dalehouse Lane)	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	Footway/ cycle track adjacent to road
K09	Dalehouse Lane	Footway/ cycle track adjacent to road
K10	B4115 Ashow Road near Stoneleigh Business Park (Rocky Lane to Stoneleigh)	Footway/ cycle track adjacent to road
K11	Burton Green (Kenilworth Greenway NCN 523)	Path/ cycle track through open space
K12	A429 Coventry Road/ Kenilworth Road, Crackley	Footway/ cycle track adjacent to road
K13	B4103 Castle Road/ Clinton Lane	On-carriageway cycle route
K14	Abbey Fields	Path/ cycle track through open space and crossing
K15	Kenilworth E-W route (Greenway, Mill End, Finham Drive and Rawsley Drive)	Footway/ cycle track adjacent to road, on-carriageway route and crossing
K16	Crewe Lane	Footway/ cycle track adjacent to road and on-carriageway route
K17	Kenilworth E-W route (Whitemoor Road/ Lyes Lane)	Footway/ cycle track adjacent to road, on-carriageway route and crossing
K18	Kenilworth E-W route (Thornby Avenue, Newfield Avenue, Mountbatten Avenue)	Footway/ cycle track adjacent to road, on-carriageway route and crossing

<b>Ref</b>	<b>Kenilworth, Stoneleigh, Baginton and Kings Hill</b>	<b>Type</b>
<b>Potential schemes</b>		
K19	Kenilworth E-W route (Glasshouse Lane)	Footway/ cycle track adjacent to road, on-carriageway route and crossing
K20	East Kenilworth development - new roads	Footway/ cycle track adjacent to road
K21	East Kenilworth development - greenways	Path/ cycle track through open space
K22	Thickthorne development	Footway/ cycle track adjacent to road
K23	Station Road	Path/ cycle track through open space and on-carriageway route
K24	A452 Warwick Road (Kenilworth town centre)	On-carriageway cycle route
K25	Warwick Road (Wilkshire Road to St John's)	Footway/ cycle track adjacent to road and on-carriageway route
K26	Warwick Road (Leek Wootton to Wilkshire Road)	Footway/ cycle track adjacent to road
K27	Paths, Bullimore Wood	Path/ cycle track through open space
K28	Ashow Rd	Footway/ cycle track adjacent to road
K29	Rocky Lane	Path/ cycle track through open space
K30	Kenilworth links (St Johns)	On-carriageway cycle route
K31	Kenilworth E-W route (Hermitage Way)	On-carriageway cycle route
K32	Farmer Ward Road	On-carriageway cycle route and crossing
K33	The Wardens Paths	Path/ cycle track through open space
K34	NCN52 (Kenilworth Greenway - University of Warwick)	Path/ cycle track through open space
K35	Westwood Heath - Kenilworth Greenway	Path/ cycle track through open space





# Part 3 ▶ Implementation



## 1. Integration

### Supporting other policies and strategies

The Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP) will be most effective if it is embedded into the management of local development and the implementation of wider transport, tourism and health programmes. This will ensure that high quality walking, wheeling and cycling infrastructure can be delivered in partnership with other projects and that specific scheme proposals are clearly recognised and cross-referenced in other policies and strategies.

Part 1 of this LCWIP outlined the challenges and opportunities for walking, wheeling and cycling in Warwickshire, showing that these are not limited to transport but extend across a wide range of areas from climate change to public health. The successful delivery of LCWIP schemes therefore requires a collaborative approach, not only by different County Council teams (such as business, health, highways, country parks and rights of way) but also by a wide range of public and private sector partners.

The LCWIP should therefore be integrated with other key policies and strategies such as the Council Plan, Warwickshire Local Transport Plan, Rights of Way Improvement Plan, Local Plans, Neighbourhood Plans, Supplementary Planning Documents and LCWIPs for adjoining local authorities. The Warwickshire LCWIP will also become a delivery plan for the Sustainable Futures Strategy and [Local Transport Plan Active Travel Strategy](#).

### Combining infrastructure with promotion, publicity, education and enforcement

The delivery of infrastructure for walking, wheeling and cycling needs to be complimented by a series of measures that support people to use the facilities and reinforce the types of behaviours needed to ensure that the facilities are safe and attractive to use.

Promotion and publicity, through face-to-face communication as well as digital and social media channels, will be a key part of scheme development and delivery. Education of road users will remain important, particularly as more innovative designs are introduced for walking, wheeling and cycling. General awareness raising will also continue, to promote active travel campaigns as well as key principles such as the hierarchy of users within the Highway Code and Warwickshire's Local Transport Plan. The County Council's Safe and Active Travel Team will work closely with schools, businesses and community groups in locations with new infrastructure.

These activities will align with Warwickshire Public Health's '[Five ways to wellbeing](#)' campaign, encouraging residents to, 'be active', 'connect' and 'take notice'.

The ongoing enforcement of traffic regulations and monitoring of user behaviour will help to ensure that Warwickshire's roads and paths are safe and inclusive. Close partnership working between Warwickshire County Council, Warwickshire Police, Warwickshire Road Safety Partnership, District and Borough Councils and Community Speed Watch groups will be required.

### **Providing synergies with other investment projects**

The Warwickshire LCWIP identifies and prioritises over 300 walking, wheeling and cycling schemes, for potential delivery by Warwickshire County Council and its partners. Delivering this level of infrastructure would have a positive impact on people's ability to complete more walking, wheeling and cycling journeys, but would also require major capital financial investment beyond what the Council can fund from its own limited resources. Investment in active travel infrastructure will continue to be heavily reliant on external funding.

The LCWIP will strengthen the case for investment and help the Council to build on recent successes in securing millions of pounds of external grants and developer contributions for improved walking, wheeling and cycling infrastructure.

Future potential funding streams for delivering schemes include the Active Travel Fund, HS2 Road Safety Fund and Local Integrated Transport Settlement as well as development funding linked to Local Plans (existing and future Section 106 developer agreements and Community Infrastructure Levy).

Costs can be optimised if walking, wheeling and cycling schemes are integrated with other investment projects. This includes County Council programmes as well as new infrastructure and maintenance work by National Highways, HS2, Canal and River Trust, Sustrans, District/ Borough Councils, Town/ Parish Councils and developers.

Warwickshire is well-placed to take advantage of major new developments coming forward through the planning system (see Part 2). Walking and cycling requirements are already set out in Supplementary Planning Documents, including East Kenilworth and South West Rugby.

Active travel is also a high priority within town centre regeneration programmes, including those underway in Warwick and Nuneaton, and those planned for Leamington Spa, Bedworth, Rugby and Stratford-upon-Avon. New approaches are being considered as part of the **Warwickshire Future Town Centres Routemap** led by a partnership of organisations responsible for management, development and marketing of towns.



## 2. Prioritisation

### Background

The 2018 Warwickshire Task and Finish Group on Cycling Infrastructure established a simple methodology to generate an interim prioritised list of schemes. The methodology was based on the Department for Transport's [LCWIP guidance](#). For consistency, the same methodology was applied to the long list of cycling schemes; comprising the previous interim list from the Task and Finish Group, additional suggestions by area cycle forums, Sustrans, feedback from local residents in 2021 and 2022, and locations identified from other evidence gathering (see Part 2). All schemes which were previously scored for the Task and Finish Group were re-assessed (unless already programmed) for the draft LCWIP and all schemes in the draft LCWIP were re-assessed following the 2022 consultation feedback. In many cases this has led to an increase in level of priority.

Each of the '**programmed**' schemes is an infrastructure scheme with allocated funding, where design work is well progressed. However, it may require additional funding and further design work and could be paused to allow for better co-ordination with other local projects or additional community input.

Each '**potential**' scheme is an infrastructure scheme where an opportunity has been identified though the LCWIP information gathering and consultation process.

The purpose of the prioritisation is to inform a future delivery programme led by Warwickshire County Council, and this builds on the work of the 2018 Task and Finish Group which identified high priority schemes, many of which are now being delivered.

Potential schemes controlled by third-parties (including developers and organisations such as Sustrans and HS2) and programmed schemes were not included in the initial prioritisation scoring but LCWIP consultation feedback indicated that the third-party schemes, particularly those being delivered as part of new housing and employment developments and infrastructure investment, should be considered high priority. Therefore, all of the potential schemes controlled by third parties have been designated by default as 'high' priority.

Active Travel Zones were also not scored as further work is required to identify the types of measures required in these areas (although several town centre regeneration projects are currently being progressed). However, LCWIP consultation feedback indicated that these Zones should be considered high priority. Therefore, all of the potential Active Travel Zones have been designated as 'high' priority.

## Methodology

Each of the potential schemes (except third party schemes and Active Travel Zones) was assessed against the following four overall criteria:

### 1. Effectiveness

- Potential to increase cycling trips (including travel demand for short trips and propensity to cycle – see LCWIP Part 2)
- Size of population who directly benefit from new infrastructure
- Degree of deficiency of the existing infrastructure
- Contribution of the scheme to overall network development
- Improvement in road safety
- Air quality impact
- Integration with other schemes

### 2. Policy

- Delivery against policy objectives, national and local (see [Council Plan 2022-2027](#)) including improvements to health and inclusion, economic development, safety and sustainability, and responding to climate change
- Importance of the intervention for particular target user groups, for example people without access to car or with higher levels of poor health
- Priority/ importance of intervention as defined through engagement process (see LCWIP Part 2)

### 3. Deliverability (\*not scheme cost)

- Scheme feasibility / deliverability (of providing a high quality, attractive cycle facility in line with latest design standards, particularly LTN1/20) including consideration of land within County Council ownership and existing feasibility/ design work
- Public acceptability
- Dependency on other schemes
- Environmental constraints

### 4. Economic (\*not scheme cost)

- Funding already secured, for example developer or partner contributions
- Potential to attract external funding

Scheme cost was not included within the criteria to avoid this influencing the priority of the scheme. The schemes on the list vary considerably in terms of scale and length of new infrastructure: whilst some schemes may have a high cost, it is likely that they will also have a high benefit in terms of increasing levels of cycling and therefore the greatest return on investment.

Experience from elsewhere in the UK shows that investment in major cycling infrastructure projects has the biggest impact in terms of generating a step-change in cycling levels and all the health, economic and environmental benefits that this brings. Large-scale infrastructure schemes may also have the greatest potential to attract external funding. However, value for money and the benefit cost ratio will be considered as part of business case development and funding bids.

Each criteria was awarded a score of 0 – 5 based on the following scoring system:

5: Excellent fit to criteria.

4: Meets criteria well, but some minor concerns.

3: Meets criteria adequately; matches criteria in some areas, but concerns over some aspects of the scheme.

2: Meets criteria less than adequately; does not match criteria in key areas.

1: Meets criteria poorly; fails to match criteria.

0: Does not meet the criteria.

Due to the sheer number of schemes identified, it was necessary to use estimates and judgement where data was not readily available.

The resulting scores were added up and each scheme prioritised as:

- Very high (scores of 15 or higher).
- High (13-14).
- Medium (9-12).
- Low (scores of 8 or less).

It is noted that this scoring system should guide but not dictate the development of the LCWIP cycle infrastructure delivery programme. Some flexibility is needed to take into account wider factors, for example should an external funding opportunity arise, it would be necessary to tailor schemes to meet the specific funding criteria.

## Cycling scheme priorities by district/ borough

Table 1: Cycling schemes in North Warwickshire in order of priority

(NB Polesworth locations include Dordon, Birch Coppice and Alvecote; Coleshill locations include Water Orton, Curdworth and Kingsbury)

Please refer to Part 2, Figures NW17-NW24 for network plans and Tables NW7-NW10 for route types.

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Programmed schemes</b>								
	B4114 Birmingham Road (Coleshill – Kingshurst )	Coleshill						
<b>Potential 3rd party schemes</b>								
A01	Atherstone developments	Atherstone						High (3rd party)
A08	A5 Watling Street (Atherstone/ Mancetter - A444 Weddington Lane, Caldecote )	Atherstone						High (3rd party)
C15	South Drive, Coleshill Manor	Coleshill						High (3rd party)
P01	Alvecote development	Polesworth						High (3rd party)
P04	Polesworth developments	Polesworth						High (3rd party)
P08	A5 Watling Street (M42 Junction 10 - Birch Coppice)	Polesworth						High (3rd party)
P10	A5 Watling Street (Birch Coppice - Dordon - Grendon)	Polesworth						High (3rd party)
P11	A5 Watling Street (Grendon to Atherstone)	Polesworth						High (3rd party)
<b>Active Travel Zones</b>								
Z01	Polesworth	Polesworth						High
Z02	Coleshill town centre	Coleshill						High
Z03	Atherstone town centre	Atherstone						High
<b>Prioritised potential schemes</b>								
C12	Coleshill Heath Road (Coleshill - Birmingham / UK Central/ HS2 Interchange)	Coleshill	5	5	3	3	<b>16</b>	Very high
C02	B4118 Water Orton Rd/ Birmingham Road (Water Orton - Birmingham/ Castle Bromwich)	Coleshill	4	5	3	3	<b>15</b>	Very high
C03	B4117 Watton Lane (Water Orton - Coleshill)	Coleshill	4	4	4	3	<b>15</b>	Very high

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Prioritised potential schemes</b>								
P03	Bridleway and Green Lane (A5 Birch Coppice - Birchmoor - Stonydelph)	Polesworth	5	4	3	3	<b>15</b>	Very high
A02	Coventry Canal (Atherstone to Whittington)	Atherstone	4	4	3	3	<b>14</b>	High
A03	Atherstone town links (Gypsy Lane, Rowlands Way, Whittington Lane)	Atherstone	4	4	3	3	<b>14</b>	High
A04	Atherstone town links (Sheepy Road)	Atherstone	4	4	3	3	<b>14</b>	High
A10	Innage Brook	Atherstone	4	4	3	3	<b>14</b>	High
C01	Water Orton Lane (Water Orton - Minworth)	Coleshill	4	5	2	3	<b>14</b>	High
C07	Gorsey Lane, Coleshill	Coleshill	5	5	2	2	<b>14</b>	High
A06	Path and Friary Road (A5 footbridge link to Ratcliffe Road and Sheepy Road)	Atherstone	4	4	3	2	<b>13</b>	High
C05	Church Lane/ Haunch Lane (Hams Hall - Kingsbury via Lea Marston)	Coleshill	4	4	3	2	<b>13</b>	High
C08	Station Road, Coleshill (River Cole bridge - Coleshill Parkway)	Coleshill	4	4	3	2	<b>13</b>	High
C09	A446 Stonebridge Road (Gilson Road to Coleshill Heath Road)	Coleshill	4	3	3	3	<b>13</b>	High
A07	Path (A5 footbridge link: TQEA to Carlyon Road Industrial Estate)	Atherstone	4	4	2	2	<b>12</b>	Medium
P05	St Helena Road/ Dordon Hall Lane/ Spon Lane (Polesworth - Grendon)	Polesworth	3	3	3	3	<b>12</b>	Medium
P06	Church Road/ Dunns Lane, Dordon	Polesworth	3	3	3	3	<b>12</b>	Medium
P12	Stiper's Hill/ Orton Road (Polesworth-Warton)	Polesworth	3	4	3	2	<b>12</b>	Medium
A05	Atherstone town links (Ratcliffe Road)	Atherstone	3	3	3	2	<b>11</b>	Medium
C04	A51 Coventry Road, Kingsbury	Coleshill	3	3	3	2	<b>11</b>	Medium

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
C13	Marsh Lane/ Coleshill Road	Coleshill	2	5	2	2	<b>11</b>	Medium
P07	Path (A5 Birch Coppice junction - Browns Lane)	Polesworth	3	4	2	2	<b>11</b>	Medium
X03	Birmingham and Fazeley Canal (Wiggins Hill to Fazeley)	Cross county route	3	3	3	2	<b>11</b>	Medium
A09	Anker Meadows	Atherstone	3	3	2	2	<b>10</b>	Medium
A11	Long Street (Atherstone town centre)	Atherstone	2	4	2	2	<b>10</b>	Medium
A12	B4116 Holly Lane	Atherstone	3	3	2	2	<b>10</b>	Medium
C06	Fishery Lane (Coleshill - Whitacre Heath)	Coleshill	3	3	2	2	<b>10</b>	Medium
C10	Coleshill town north-south spine (Stonebridge Road, Wingfield Road, High Street)	Coleshill	3	4	1	2	10	Medium
P02	Polesworth and Dordon north-south links	Polesworth	2	4	2	2	10	Medium
P14	Coventry Canal (Grendon - Whittington)	Polesworth	3	3	2	2	10	Medium
X01	Coventry Canal (Alvecote - Polesworth - Grendon)	Cross county route	3	3	2	2	10	Medium
C11	Green Lane (Coleshill to Birmingham / UK Central)	Coleshill	3	3	1	2	9	Medium
P13	Abbey Green Park	Polesworth	2	3	3	1	9	Low
A13	Folly Lane/ Waste Lane (Baddesley - Atherstone)	Atherstone	1	3	3	1	8	Low
C14	A51 Tamworth Road (Kingsbury - Dosthill)	Coleshill	2	4	1	1	8	Low
P09	Path (Kitwood Avenue - Bridleway)	Polesworth	2	3	1	1	7	Low
X04	River Tame Greenway (Water Orton - Hams Hall)	Cross county route	2	2	1	2	7	Low
X05	River Cole Greenway (Coleshill - North Solihull)	Cross county route	2	2	1	2	7	Low
X02	Baddesley Mineral Railway Line (Baddesley Colliery - Birch Coppice)	Cross county route	1	3	1	1	6	Low
X06	Whitacre Line (Hampton in Arden - Whitacre)	Cross county route	1	3	1	1	6	Low



Table 2: Cycling schemes in Nuneaton and Bedworth Borough in order of priority  
Please refer to Part 2, Figures NB17-NB20 for network plans and Tables NB6-NB7 for route types.

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Programmed schemes</b>								
	B4113 Coventry Road (Bermuda - Bedworth)	Bedworth						
	Wilsons Lane/ Woodshires Road (Exhall - Longford)	Bedworth						
	Nuneaton town centre	Nuneaton						
	A444 Weddington Road south (Town centre - Change Brook)	Nuneaton						
	A47 Hinckley Rd (Nuneaton - Hinckley: western phase)	Nuneaton						
	A47 The Long Shoot (Nuneaton - Hinckley: eastern phase)	Nuneaton						
	West Nuneaton - Bermuda via Bermuda Road	Nuneaton						
<b>Potential 3rd party schemes</b>								
B10	Sowe Meadows (Wilsons Lane - Woodshires Green)	Bedworth						High (3rd party)
N34	A5 Watling Street (Higham Lane - Dodwells Road)	Nuneaton						High (3rd party)
N13	North Nuneaton, Top Farm development	Nuneaton						High (3rd party)
N14	North Nuneaton, St Nicolas Park/ Callendar Farm developments	Nuneaton						High (3rd party)
N26	Gipsy Lane development, site connections	Nuneaton						High (3rd party)
<b>Active Travel Zones</b>								
Z04	Bedworth town centre	Bedworth						High

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Prioritised potential schemes</b>								
B06	West Bedworth - town centre (Smarts Road to Black Bank)	Bedworth	4	4	3	3	<b>14</b>	High
N07	B4114 Tuttle Hill and Midland Road	Nuneaton	4	5	2	3	<b>14</b>	High
N11	A444 Weddington Road north (Change Brook - Church Lane)	Nuneaton	4	4	3	3	<b>14</b>	High
N18	A444 Hospital access, Chilvers Rise	Nuneaton	4	4	4	2	<b>14</b>	High
N23	Path (Bermuda Park Station - Coventry Road)	Nuneaton	3	4	3	4	<b>14</b>	High
N24	Griff Brook paths (B4113 Coventry Road - Marston Lane)	Nuneaton	4	4	4	2	<b>14</b>	High
N30	A4254 Avenue Road	Nuneaton	4	4	4	2	<b>14</b>	High
B01	Bedworth Heath link	Bedworth	4	4	3	2	<b>13</b>	High
B04	Bedworth cross-town centre links (North - South)	Bedworth	4	4	3	2	<b>13</b>	High
B08	B4029 Bulkington - Bedworth	Bedworth	4	4	2	3	<b>13</b>	High
B12	Bedworth cross-town centre links (East - West)	Bedworth	4	4	3	2	<b>13</b>	High
N04	West Nuneaton - Bermuda via Ensors Pool, Lingmoor Park, Stockingford and the Black Track	Nuneaton	4	4	3	2	<b>13</b>	High
N17	A4254 Eastboro Way, Nuneaton	Nuneaton	4	4	2	3	<b>13</b>	High
N19	College Street north	Nuneaton	4	4	3	2	<b>13</b>	High
N33	B4112 Nuneaton - Bulkington	Nuneaton	4	4	2	3	<b>13</b>	High
N35	Greenmoor Road	Nuneaton	4	4	3	2	<b>13</b>	High
N36	B4113 Coventry Road (Coton Arches - Middlemarch Road)	Nuneaton	4	4	3	2	<b>13</b>	High
B09	Coventry Canal (Hawkesbury Junction - Coventry)	Bedworth	3	4	3	2	<b>12</b>	Medium
N01	Galley Common (Buchan Close - Sheridan Drive)	Nuneaton	3	3	4	2	<b>12</b>	Medium

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Prioritised potential schemes</b>								
N05	West Nuneaton to town centre	Nuneaton	3	4	3	2	<b>12</b>	Medium
N06	Coventry Canal (Tuttle Hill - A444)	Nuneaton	3	4	3	2	<b>12</b>	Medium
N12	North Nuneaton links (Coronation Walk along Change Brook)	Nuneaton	3	3	4	2	<b>12</b>	Medium
N15	Nuneaton town centre links	Nuneaton	3	4	3	2	<b>12</b>	Medium
N20	College Street south	Nuneaton	4	4	2	2	<b>12</b>	Medium
N21	Coventry Canal (A444 - Gipsy Lane)	Nuneaton	3	4	3	2	<b>12</b>	Medium
N22	Turn Over Bridge	Nuneaton	5	4	1	2	<b>12</b>	Medium
N25	B4113 Coventry Road	Nuneaton	3	3	4	2	<b>12</b>	Medium
N29	B4112 Heath End Road	Nuneaton	4	4	2	2	<b>12</b>	Medium
N32	Bridleway/ Footpath (Raven Way - Golf Drive)	Nuneaton	3	3	3	3	<b>12</b>	Medium
B02	Bedworth Woodlands - town centre	Bedworth	3	4	2	2	<b>11</b>	Medium
B14	Ash Green Lane/ Burbages Lane	Bedworth	2	3	4	2	11	Medium
N08	Camp Hill connections	Nuneaton	3	3	3	2	11	Medium
N10	Sandon Park Link	Nuneaton	3	3	3	2	11	Medium
N28	Kingswood Road	Nuneaton	3	3	3	2	11	Medium
B05	Miners Welfare Park	Bedworth	3	3	2	2	10	Medium
B07	West Bedworth - Bowling Green Lane junction (Ash Green Royal Oak Lane and Goodyers End Lane)	Bedworth	3	4	1	2	10	Medium
B11	Disused railway (Heath Road - Coventry Road)	Bedworth	3	3	2	2	10	Medium

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Prioritised potential schemes</b>								
B16	B4113 Coventry Road parallel route (Bedworth - Exhall)	Bedworth	3	3	2	2	<b>10</b>	Medium
N02	Galley Common - Chaucer Drive paths	Nuneaton	3	3	2	2	<b>10</b>	Medium
N03	Galley Common - Whytell Meadows	Nuneaton	2	3	3	2	<b>10</b>	Medium
N09	North Nuneaton links (Stoney Road - Sandon Park)	Nuneaton	3	3	2	2	<b>10</b>	Medium
N16	Horeston Grange links	Nuneaton	3	3	2	2	<b>10</b>	Medium
N27	Whitestone links	Nuneaton	3	3	2	2	<b>10</b>	Medium
N31	B4114 Lutterworth Road	Nuneaton	3	3	2	2	<b>10</b>	Medium
B03	Coventry Canal (Gipsy Lane - Hawkesbury Junction)	Bedworth	2	3	2	2	<b>9</b>	Medium
B13	Weston Lane	Bedworth	2	3	2	2	<b>9</b>	Medium
B15	Heath Road	Bedworth	2	3	2	2	<b>9</b>	Medium

Table 3: Cycling schemes in Rugby Borough in order of priority

Please refer to Part 2, Figures R12-R14 for network plans and Tables R5-R7 for route types.

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Programmed schemes</b>								
	A426 Avon Mill	Rugby						
	B4429 Ashlawn Road, Cock Robin Roundabout	Rugby						
	Houlton development	Rugby						
	Lower Lodge Avenue, Rugby Gateway	Rugby						
	Coton Park	Rugby						
	Lias Line (Hunningham - Birdingbury)	Cross county route						

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Potential 3rd party schemes</b>								
Cy01	Ansty Park	Coventry connections						High (3rd party)
Cy03	A45 Tollbar End	Coventry connections						High (3rd party)
R18	Moors Lane	Rugby						High (3rd party)
R22	A428 Crick Road (Houlton - Dirft)	Rugby						High (3rd party)
R23	Rugby Gateway Railway Station access	Rugby						High (3rd party)
R37	Scots Close Bridleway (R169c) and Alwyn Road north to Bilton	Rugby						High (3rd party)
R38	Bridleway (R169d) opposite Duncan Drive and Alwyn Road south to Dunchurch	Rugby						High (3rd party)
R39	Cawston Lane (Cawston - Dunchurch)	Rugby						High (3rd party)
R40	Homestead Link Road	Rugby						High (3rd party)
R41	Potsford Dam Link Road	Rugby						High (3rd party)
R42	B4429 Coventry Road	Rugby						High (3rd party)
R63	A428 Rugby Road (Long Lawford)	Rugby						High (3rd party)
R21	Houlton - A5 - Dirft	Rugby						High (3rd party)
R60	South West Rugby links	Rugby						High (3rd party)
R67	Rugby Gateway	Rugby						High (3rd party)
<b>Active Travel Zones</b>								
Z05	Rugby Railway Station	Rugby						High
Z06	Rugby town centre	Rugby						High

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
	<b>Prioritised potential schemes</b>							
R24	A428 Crick Road (Paddox - Houlton)	Rugby	5	4	3	4	<b>16</b>	Very high
R01	Coton Park East	Rugby	3	4	4	4	<b>15</b>	Very high
R29	Trevor White Drive/ St Cross Hospital path	Rugby	4	4	4	3	<b>15</b>	Very high
Cy04	A423 Oxford Road (Tollbar End - Ryton)	Coventry connections	5	4	2	3	<b>14</b>	High
R04	Black Path (A426 Rugby Gateway - town centre)	Rugby	5	4	2	3	<b>14</b>	High
R05	Butlers Leap	Rugby	4	5	3	2	<b>14</b>	High
R08	A426 Newbold Road	Rugby	5	4	3	2	<b>14</b>	High
R10	A426 (Asda - Evreux Way)	Rugby	5	4	3	2	<b>14</b>	High
X11	Lias Line (NCN41) Draycote Water - Potsford Dam	Cross county route	4	4	3	3	<b>14</b>	High
X12	Lias Line (NCN41) Birdingbury Road - Bourton Lane	Cross county route	4	4	4	2	<b>14</b>	High
Cy02	<b>Binley Woods - Coventry East</b>	Coventry connections	3	4	3	3	<b>13</b>	High
R02	Path (Boughton Leigh Schools)	Rugby	4	4	3	2	<b>13</b>	High
R07	Hunters Lane	Rugby	3	4	3	3	<b>13</b>	High
R11	A428 Lawford Road parallel back street route	Rugby	3	4	4	2	<b>13</b>	High
R12	B5414 Clifton Road/ Church Street/ North Street	Rugby	3	5	3	2	<b>13</b>	High
R13	Clifton Road (Murray Road - Houlton Way)	Rugby	4	4	2	3	<b>13</b>	High
R25	B4429 Ashlawn Road (Dunchurch - Ashlawn School)	Rugby	3	4	3	3	<b>13</b>	High
R26	Town centre (Sheep Street and Market Place)	Rugby	4	4	3	2	<b>13</b>	High
R27	Bruce Williams Way/ Whitehall Road	Rugby	4	4	3	2	<b>13</b>	High

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Prioritised potential schemes</b>								
R27	Bruce Williams Way/ Whitehall Road	Rugby	4	4	3	2	<b>13</b>	High
R30	Pytchley Road link to Great Central	Rugby	3	4	4	2	<b>13</b>	High
R31	Barby Road (Hospital access)	Rugby	4	4	3	2	<b>13</b>	High
R32	A426 Dunchurch Road to Rugby Town Centre	Rugby	3	4	3	3	<b>13</b>	High
R36	B4642 Bilton Road (Cawston - Town Centre)	Rugby	4	4	2	3	<b>13</b>	High
R46	Great Central Walk (Crowthorns - Newton)	Rugby	4	4	2	3	<b>13</b>	High
R51	Newbold Road	Rugby	4	4	3	2	<b>13</b>	High
R53	Technology Drive	Rugby	4	4	3	2	<b>13</b>	High
R55	Church Walk	Rugby	3	3	3	4	<b>13</b>	High
R09	Caldecott Park and Poplar Grove	Rugby	4	4	2	2	<b>12</b>	Medium
R15	Biart Place	Rugby	3	3	3	3	<b>12</b>	Medium
R33	Onley Bridle Path	Rugby	4	3	3	2	<b>12</b>	Medium
R34	Overslade links	Rugby	2	3	4	3	<b>12</b>	Medium
R52	A426 Leicester Road links	Rugby	4	4	2	2	<b>12</b>	Medium
R54	Mill Road	Rugby	4	4	2	2	<b>12</b>	Medium
R14	Great Central Walk (NCN41), South Rugby	Rugby	3	3	3	2	<b>11</b>	Medium
R17	The Kent, School Street and Lower Street	Rugby	2	3	4	2	<b>11</b>	Medium
R28	Barby Road (St Cross - Ashlawn Road)	Rugby	3	3	3	2	11	Medium
R35	Sow Brook: Lytham Road/ Shakespeare Gardens (Bilton Road - Dunchurch Road)	Rugby	3	3	3	2	11	Medium
R64	Reservoir Road	Rugby	3	3	3	2	11	Medium

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
	<b>Prioritised potential schemes</b>							
Cy05	Bridleway (Walsgrave - Ansty Park)	Coventry connections	3	3	2	2	<b>10</b>	Medium
R16	Linnell Open Space	Rugby	3	3	2	2	<b>10</b>	Medium
R19	The Locks to The Kent via Brindley Road	Rugby	2	2	4	2	<b>10</b>	Medium
R20	Bridleway (The Locks - Houlton Way)	Rugby	3	3	2	2	<b>10</b>	Medium
R43	Cawston connections	Rugby	3	3	2	2	<b>10</b>	Medium
R66	Buchanan Road/ Wentworth Road	Rugby	3	3	2	2	<b>10</b>	Medium
X09	Oxford Canal (Newbold - Brownsover)	Cross county route	3	3	2	2	<b>10</b>	Medium
X10	Oxford Canal (Brownsover - Houlton)	Cross county route	3	3	2	2	<b>10</b>	Medium
Cy06	Brandon Marsh Link	Coventry connections	3	2	2	2	<b>9</b>	Medium
R03	Old Leicester Road	Rugby	2	3	2	2	<b>9</b>	Medium
R06	Bridleway (New Bilton - Newbold Road)	Rugby	3	3	1	2	<b>9</b>	Medium
R47	Park Connector (Coton Park - Clifton)	Rugby	3	3	2	1	<b>9</b>	Medium
R57	Hillmorton Road	Rugby	2	3	2	2	<b>9</b>	Medium
R58	Paddox Schools links	Rugby	2	3	3	1	<b>9</b>	Medium
R61	A4071 (Potsford Dam - Draycote Road)	Rugby	3	3	2	1	<b>9</b>	Medium
R62	Bridleway (A45 Coventry Road - Windmill Lane)	Rugby	2	3	2	2	<b>9</b>	Medium
R65	John Thwaites Close	Rugby	2	3	2	2	<b>9</b>	Medium
X07	Twelve O'Clock Ride Bridleway (Brandon - Coombe Abbey)	Cross county route	2	3	2	2	<b>9</b>	Medium
X08	Bridleway (Brandon - Brinklow)	Cross county route	2	3	2	2	<b>9</b>	Medium



Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Prioritised potential schemes</b>								
R48	Brownsover Road/ Parkfield Road	Rugby	2	2	3	1	<b>8</b>	Low
R49	Parkfield Road	Rugby	2	2	3	1	<b>8</b>	Low
R56	Fleet Crescent and Kingsley Avenue	Rugby	2	2	3	1	<b>8</b>	Low
R44	Bridleway and underpass (west of M6 Junction 1)	Rugby	2	2	2	1	<b>7</b>	Low
R45	Footpath and underpass (east of M6 Junction 1)	Rugby	2	2	2	1	<b>7</b>	Low
R50	Newbold Quarry	Rugby	2	2	2	1	<b>7</b>	Low
R59	Footpath (Hillmorton Road - High Street)	Rugby	2	2	1	1	<b>6</b>	Low

Table 4: Cycling schemes in District of Stratford-on-Avon in order of priority

Please refer to Part 2, Figures S25-S27 for network plans and Tables S6-S9 for route types.

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Programmed schemes</b>								
	A423 Banbury Road/ Southam Rd (Southam to Ladbroke)	Southam						
	B4451 Kineton Road (south of Southam)	Southam						
	A3400 Birmingham Road (town centre - Bishopton)	Stratford						
	A3400 Shipston Road (Rosebird Centre)	Stratford						
	A422 Alcester Rd (Railway Station - Hathaway Green)	Stratford						
	A422 Alcester Road - extension to Wildmoor	Stratford						
	A439 Warwick Road							

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Programmed schemes</b>								
	Stratford Greenway (Long Marston - Stratford)	Stratford						
	Stratford-upon-Avon Canal (urban section)	Stratford						
<b>Potential 3rd party schemes</b>								
X26	Two Shires Greenway (Harvington - Evesham)	Cross county route						High (3rd party)
X21	HS2 Link: Wormleighton to Ladbroke	Cross county route						High (3rd party)
X22	HS2 Link: Claydon and Lower Boddington to Wormleighton	Cross county route						High (3rd party)
Kn02	Admiral Cowan Way, The Willows, Kineton	Kineton						High (3rd party)
S17	Riverside project, southern section	Stratford						High (3rd party)
S18	Long Marston Airfield connections (including to Stratford Greenway)	Stratford						High (3rd party)
S19	Meon Vale Greenway	Stratford						High (3rd party)
<b>Active Travel Zones</b>								
Z09	B4086 Warwick Road and Church Street, Wellesbourne	Wellesbourne						High
Z10	Shipston Town Centre	Shipston-on-Stour						High
Z11	Stratford town centre	Stratford						High
Z12	Canal quarter	Stratford						High
Z13	B439 Tower Hill, Bidford	Bidford-on-Avon						High
Z14	A435 Studley local centre	Studley						High
Z15	A3400 Henley High Street	Henley-in-Arden						High

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Prioritised potential schemes</b>								
S06	Town centre links	Stratford	5	4	3	2	<b>14</b>	High
S09	South Stratford - town centre (new River Avon footbridge)	Stratford	5	5	2	2	<b>14</b>	High
S14	A4390/ B439 Evesham Road/ Broad Walk junction improvements	Stratford	4	4	3	3	<b>14</b>	High
Sm05	A425 Leamington Road	Southam	4	4	3	3	<b>14</b>	High
Sm06	B4451 Kineton Road (Leamington Road to Northfield Road)	Southam	5	5	2	2	<b>14</b>	High
S04	Brunel Way/ Western Road/ Maybrook Road (Canal Qtr)	Stratford	4	4	2	3	<b>13</b>	High
S05	A422 Alcester Road/ Greenhill Street (town centre)	Stratford	5	4	2	2	<b>13</b>	High
S07	A3400 Bridgeway: Stratford Leisure Centre cycle access	Stratford	4	4	3	2	<b>13</b>	High
Sm01	A423 Southam Road (Long Itchington - Southam)	Southam	4	4	3	2	<b>13</b>	High
We02	A429 Warwick Road (Wellesbourne - Campus)	Wellesbourne	4	3	3	3	<b>13</b>	High
X27	Stratford to Bidford disused railway (Broom to Bidford Health Centre)	Cross county route	4	4	2	3	<b>13</b>	High
Ar02	Alcester disused railway path (Hertford Road - Adams Close)	Alcester and Studley	3	3	4	2	<b>12</b>	Medium
Bd01	B439 Stratford Road (Bidford-on-Avon - Health Centre)	Bidford-on-Avon	4	4	2	2	<b>12</b>	Medium
S02	A3400 Birmingham Road (Bishopston to A46)	Stratford	3	3	3	3	<b>12</b>	Medium
S16	Path, Avonmeadow Close to Lucy's Mill Bridge	Stratford	3	2	4	3	<b>12</b>	Medium
S22	The Willows	Stratford	2	3	4	3	<b>12</b>	Medium
Sm02	Southam North-South route (western side)	Southam	3	3	4	2	<b>12</b>	Medium
Sm07	A425 Daventry Road (between bypass and Spitfire Road)	Southam	3	3	3	3	<b>12</b>	Medium

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Prioritised potential schemes</b>								
Sm09	Welsh Road East (between bypass and Spitfire Road)	Southam	3	3	3	3	<b>12</b>	Medium
Kn01	Southam Road/ Kineton Road (Kineton - Chadshunt - Gaydon)	Kineton	3	4	2	2	<b>11</b>	Medium
S11	A422 Banbury Road	Stratford	3	3	3	2	<b>11</b>	Medium
S12	Leisure Centre Link	Stratford	3	3	3	2	<b>11</b>	Medium
S15	A4390 Seven Meadows Road	Stratford	4	3	2	2	<b>11</b>	Medium
S20	Clopton Road	Stratford	3	3	3	2	<b>11</b>	Medium
We01	Wellesbourne A429 crossing points	Wellesbourne	3	3	3	2	<b>11</b>	Medium
We03	Wellesbourne Campus	Wellesbourne	3	2	3	3	<b>11</b>	Medium
X19	Lias Line, extension to Model Village	Cross county route	4	3	2	2	<b>11</b>	Medium
X25	Two Shires Greenway (Salford Priors - Harvington)	Cross county route	2	2	4	3	<b>11</b>	Medium
X29	Stratford to Bidford disused railway (Welford to Stratford)	Cross county route	3	3	2	3	<b>11</b>	Medium
X33	Ryon Hill - Hampton Lucy	Cross county route	3	3	3	2	<b>11</b>	Medium
X36	Tramway (Stratford - Newbold)	Cross county route	3	3	3	2	<b>11</b>	Medium
X37	Tramway (Newbold - Shipston)	Cross county route	2	3	4	2	<b>11</b>	Medium
Ar01	A435 Studley - Coughton - Alcester	Alcester and Studley	4	4	1	1	<b>10</b>	Medium
S08	A429 Warwick Road (Stratford town centre)	Stratford	3	3	2	2	<b>10</b>	Medium
S10	B4086 Tiddington Road (Stratford - Tiddington)	Stratford	3	3	2	2	<b>10</b>	Medium
S13	Shottery - town centre	Stratford	2	3	3	2	<b>10</b>	Medium
Sm03	Southam North-South route (old main road)	Southam	3	3	2	2	<b>10</b>	Medium
Sm10	A425 Daventry Road (Southam - Napton)	Southam	3	3	2	2	<b>10</b>	Medium
X20	Deppers Bridge to Ladbrooke	Cross county route	3	3	3	1	<b>10</b>	Medium

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Prioritised potential schemes</b>								
X23	Two Shires Greenway (Alcester - Wixford)	Cross county route	2	2	3	3	<b>10</b>	Medium
X24	Two Shires Greenway (Wixford - Salford Priors)	Cross county route	2	2	3	3	<b>10</b>	Medium
X28	Stratford to Bidford disused railway (Bidford Health Centre to Welford)	Cross county route	3	3	2	2	<b>10</b>	Medium
H01	A3400 Henley-in-Arden - Wootton Wawen	Henley-in-Arden	2	3	2	2	<b>9</b>	Medium
S01	Bishopton connections	Stratford	2	2	2	3	<b>9</b>	Medium
S21	Arden Street	Stratford	2	3	2	2	<b>9</b>	Medium
Sm04	Southam West Route (College to High Street)	Southam	2	2	3	2	<b>9</b>	Medium
Sm08	Southam East Route (Pound Way to High Street)	Southam	2	2	3	2	<b>9</b>	Medium
X32	Stratford-upon-Avon Canal (Bishopton - Wilmcote)	Cross county route	2	2	3	2	<b>9</b>	Medium
X34	Hunscote Lane	Cross county route	3	3	2	1	<b>9</b>	Medium
S03	Hamlet Way and Masons Road links (Canal Quarter)	Stratford	3	3	1	1	<b>8</b>	Low
S23	Mill Lane	Stratford	2	2	2	2	<b>8</b>	Low
We04	Wellesbourne Campus - Barford	Wellesbourne	3	2	2	1	<b>8</b>	Low
X31	Stratford-upon-Avon Canal (Wootton Wawen - Wilmcote)	Cross county route	1	2	2	2	<b>7</b>	Low
X35	Stratford to Kineton disused railway	Cross county route	2	2	1	2	<b>7</b>	Low
X30	Bridleway (Stratford Greenway - Weston on Avon)	Cross county route	2	2	1	1	<b>6</b>	Low

Table 5: Cycling schemes in Warwick District in order of priority  
Please refer to Part 2, Figures W19-W22 for network plans and Tables W6-W9 for route types.

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Programmed schemes</b>								
	(K2L) A452 Kenilworth to Leamington, south of B4115	Kenilworth						
	Coventry Gateway South	Kenilworth						
	Glasshouse Lane	Kenilworth						
	Stoneleigh Road (Dalehouse Lane to A46)	Kenilworth						
	(K2L) A452 Kenilworth Road (Leamington Spa Town Centre)	Leamington						
	A452 Europa Way	Leamington						
	Grand Union Canal (Radford Semele access ramp)	Leamington						
	Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	Leamington						
	Offchurch Greenway (NCN41) (Welsh Road - Fosse Way)	Leamington						
	Radford Meadows Bridge	Leamington						
	A4177 Birmingham Road, Hatton	Warwick						
	A429 Coventry Road	Warwick						
	A445 Emscote Road (Warwick - Leamington)	Warwick						
	Myton Green and Heathcote Sustainable Urban Extension	Warwick						
	Primrose Hill crossing	Warwick						
	Vittle Drive / Ansell Way	Warwick						
	Warwick Town Centre	Warwick						
<b>Potential 3rd party schemes</b>								
K03	Finham links	Kenilworth						High (3rd party)
K04	Kings Hill development including spine road and Kings Hill Lane	Kenilworth						High (3rd party)
K08	A46 University of Warwick Strategic Link Road	Kenilworth						High (3rd party)

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Potential 3rd party schemes</b>								
K20	East Kenilworth development - new roads	Kenilworth						High (3rd party)
K21	East Kenilworth development - greenways	Kenilworth						High (3rd party)
K22	Thickthorne development	Kenilworth						High (3rd party)
X13	Kenilworth Greenway (NCN523) (Burton Green - Berkswell)	Cross county route						High (3rd party)
X16	HS2 Link: Cubbington to Offchurch	Cross county route						High (3rd party)
X17	Offchurch Greenway (NCN41) Welsh Road	Cross county route						High (3rd party)
X18	Tachbrook Country Park, and Heathcote	Cross county route						High (3rd party)
<b>Active Travel Zone</b>								
Z07	Kenilworth Town Centre	Kenilworth						High
Z08	Leamington Town Centre	Leamington						High
<b>Prioritised potential schemes</b>								
K12	A429 Coventry Road/ Kenilworth Road, Crackley	Kenilworth	4	4	4	4	<b>16</b>	Very high
K14	Abbey Fields	Kenilworth	5	5	3	3	<b>16</b>	Very high
K19	Kenilworth E-W route (Glasshouse Lane)	Kenilworth	4	4	4	4	<b>16</b>	Very high
W10	Myton path (Myton Road - Technology Park)	Warwick	5	4	4	3	<b>16</b>	Very high
L12	Leamington Spa Town Centre (North - South)	Leamington	5	5	3	2	<b>15</b>	Very high
L27	A425 Radford Road/ Southam Road (Radford Semele - Leamington)	Leamington	4	4	4	3	<b>15</b>	Very high
W09	Myton Road	Warwick	4	4	4	3	<b>15</b>	Very high
K25	Warwick Road (Wilkshire Road to St John's)	Kenilworth	4	4	3	3	14	High
K34	NCN52 (Kenilworth Greenway - University of Warwick)	Kenilworth	3	3	4	4	14	High

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Prioritised potential schemes</b>								
L08	Tachbrook Park Drive, Leamington	Leamington	4	4	4	2	<b>14</b>	High
W03	Warwick Parkway Station access	Warwick	3	4	4	3	<b>14</b>	High
W13	Peabody Way - Tach Brook - The Asps	Warwick	5	4	2	3	<b>14</b>	High
K15	Kenilworth E-W route (Greenway, Mill End, Finham Drive and Rawnsley Drive)	Kenilworth	4	4	3	2	<b>13</b>	High
K23	Station Road	Kenilworth	4	4	3	2	<b>13</b>	High
K28	Ashow Rd	Kenilworth	3	3	4	3	<b>13</b>	High
K35	Westwood Heath - Kenilworth Greenway	Kenilworth	4	3	2	4	<b>13</b>	High
L03	A452 Princes Drive	Leamington	4	4	3	2	<b>13</b>	High
L09	Heathcote Lane, Warwick Gates	Leamington	4	4	3	2	<b>13</b>	High
L10	B4453 Cubbington - Lillington - Leamington	Leamington	4	4	3	2	<b>13</b>	High
L13	Leamington Spa Town Centre (East - West)	Leamington	4	4	3	2	<b>13</b>	High
L14	Archery Road/ York Road	Leamington	4	4	3	2	<b>13</b>	High
L15	Priory Terrace and Leam Terrace	Leamington	4	4	3	2	<b>13</b>	High
L16	B4087 Tachbrook Road	Leamington	4	4	3	2	<b>13</b>	High
L22	Leamington - Lighthorne Heath and Gaydon	Leamington	3	4	3	3	<b>13</b>	High
L30	A425 High Street	Leamington	4	5	2	2	<b>13</b>	High
L32	Sydenham - Leamington Railway Station	Leamington	3	3	4	3	<b>13</b>	High
W06	Hampton Magna connections via new development	Warwick	4	4	2	3	<b>13</b>	High
W07	A429 Stratford Road,	Warwick	4	4	3	2	<b>13</b>	High
K01	Rowley Road, Baginton	Kenilworth	3	3	3	4	<b>13</b>	High
K02	Mill Hill, Baginton and Howes Lane	Kenilworth	3	4	3	2	<b>12</b>	Medium



Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Prioritised potential schemes</b>								
K09	Dalehouse Lane	Kenilworth	3	4	2	3	<b>12</b>	Medium
K10	B4115 Ashow Road near Stoneleigh Business Park (Rocky Lane to Stoneleigh)	Kenilworth	3	3	3	3	<b>12</b>	Medium
K11	Burton Green (Kenilworth Greenway NCN 523)	Kenilworth	3	3	2	4	<b>12</b>	Medium
L05	Fords Fields paths	Leamington	3	4	3	2	<b>12</b>	Medium
L06	Kingsway/ Queensway	Leamington	3	4	3	2	<b>12</b>	Medium
L17	Tachbrook Street, Waverley Road, Berrington Road	Leamington	3	3	4	2	<b>12</b>	Medium
L24	Bridleway (Whitnash - Radford Semele)	Leamington	4	4	2	2	<b>12</b>	Medium
L31	Clemens Street and Brunswick Street	Leamington	3	3	4	2	<b>12</b>	Medium
W02	Primrose Hill	Warwick	3	3	4	2	<b>12</b>	Medium
W05	Warwick Station - Hospital	Warwick	3	4	3	2	<b>12</b>	Medium
K05	Stoneleigh Road (Gibbet Hill - Kings Hill Lane)	Kenilworth	3	3	2	3	<b>11</b>	Medium
K17	Kenilworth E-W route (Whitemoor Road/ Leyes Lane)	Kenilworth	4	4	1	2	<b>11</b>	Medium
K24	A452 Warwick Road (Kenilworth town centre)	Kenilworth	4	4	1	2	<b>11</b>	Medium
K26	Warwick Road (Leek Wootton to Wilkshire Road)	Kenilworth	4	4	2	1	<b>11</b>	Medium
K29	Rocky Lane	Kenilworth	3	2	2	4	<b>11</b>	Medium
K31	Kenilworth E-W route (Hermitage Way)	Kenilworth	3	3	3	2	<b>11</b>	Medium
K32	Farmer Ward Road	Kenilworth	3	3	3	2	<b>11</b>	Medium
L18	St Helen's Rd/ Grosvenor Road/ Prospect Road	Leamington	4	4	1	2	<b>11</b>	Medium
L20	Juno Drive and Hermes Close	Leamington	2	3	4	2	<b>11</b>	Medium
L25	Chesterton Drive, Sydenham	Leamington	3	3	3	2	<b>11</b>	Medium
W04	A425 Saltisford/ Birmingham Road	Warwick	4	4	1	2	<b>11</b>	Medium
W08	Town Centre links	Warwick	4	4	2	1	<b>11</b>	Medium

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Prioritised potential schemes</b>								
K06	Stoneleigh Road (Kings Hill Lane to Dalehouse Lane)	Kenilworth	3	3	2	2	<b>10</b>	Medium
K13	B4103 Castle Road/ Clinton Lane	Kenilworth	3	3	2	2	<b>10</b>	Medium
K16	Crewe Lane	Kenilworth	2	2	3	3	<b>10</b>	Medium
K18	Kenilworth E-W route (Thornby Avenue, Newfield Avenue, Mountbatten Avenue)	Kenilworth	4	3	1	2	<b>10</b>	Medium
L01	River Leam Path (Portobello Bridge to Prince's Bridge)	Leamington	3	3	2	2	<b>10</b>	Medium
L02	River Leam Path (Prince's Bridge to Adelaide Bridge, with link to Milverton)	Leamington	3	3	2	2	<b>10</b>	Medium
L07	Olympus Avenue and Shires Retail Park	Leamington	3	3	2	2	<b>10</b>	Medium
L11	A445 Lillington Avenue/ Binswood Avenue	Leamington	3	3	2	2	<b>10</b>	Medium
L21	Whitnash connections	Leamington	3	3	2	2	<b>10</b>	Medium
L28	Offchurch Lane: Radford Semele -Grand Union Canal	Leamington	3	3	2	2	<b>10</b>	Medium
L29	Chesterton - Harbury	Leamington	3	3	2	2	<b>10</b>	Medium
W11	River Avon Path (St Nicholas Park/Pickard Street to Portobello Bridge)	Warwick	3	3	2	2	<b>10</b>	Medium
W12	Fusiliers Way - Technology Park	Warwick	3	3	2	2	<b>10</b>	Medium
K07	Stoneleigh Road (A46 to Stoneleigh Village)	Kenilworth	2	3	2	2	<b>9</b>	Medium
K27	Paths, Bullimore Wood	Kenilworth	3	2	2	2	<b>9</b>	Medium
K30	Kenilworth links (St Johns)	Kenilworth	2	2	3	2	<b>9</b>	Medium
K33	The Wardens Paths	Kenilworth	2	3	2	2	<b>9</b>	Medium
L04	<b>Grand Union Canal (Emscote - Offchurch Greenway)</b>	Leamington	2	3	2	2	<b>9</b>	Medium
L19	Windmill Road - Leamington Cemetery	Leamington	2	2	3	2	<b>9</b>	Medium
L26	Disused railway (Radford Road - Calder Walk)	Leamington	3	3	1	2	<b>9</b>	Medium

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Prioritised potential schemes</b>								
W01	Grand Union Canal (Hatton - Emscote)	Warwick	2	3	2	2	<b>9</b>	Medium
X14	Bridleway between Hatton and Kenilworth	Cross county route	2	3	2	2	<b>9</b>	Medium
X15	Bridleway between Hatton and Warwick	Cross county route	2	3	2	2	<b>9</b>	Medium
L23	Golf Lane Bridleway, Whitnash	Leamington	2	2	2	2	<b>8</b>	Low
W14	A452 Europa Way foot/cycle bridge	Warwick	3	3	1	1	<b>8</b>	Low





## 3. Activation

### Cost estimates

Part 1 of the Warwickshire LCWIP illustrates the types of measures that are needed to create a coherent, direct, safe, comfortable and attractive environment for walking and cycling. Part 2 identifies walking and cycling schemes for each district and outlines the potential measures and types of cycle route.

In order to determine detailed costs, further feasibility work and concept designs will be needed for specific schemes. However, high-level costs can be estimated based on the length of route and type of measures. The Department for Transport [LCWIP Technical Guidance for Local Authorities](#) provided some indicative costs of cycling infrastructure and these have been further refined using recent experience within Warwickshire.

The high level costs will be reviewed regularly to account for inflationary increases and actual design and delivery costs for new schemes.

Table 6: indicative costs of cycling infrastructure in Warwickshire, 2023/24

Scheme Type	Typical costs
Footway/ cycle track adjacent to road	From £700 per metre
Cycle track/ path on open space (including greenways and canal towpaths)	From £350 per metre
On-carriageway cycle route (signing, lining, cycle lanes, speed limit changes, traffic calming and/or modal filters plus school streets and quiet lanes)	From £150 per metre
Signal-controlled crossing (Toucan)	£100,000
Other crossings (refuges, zebras, priority and parallel crossings)	£10,000 - £50,000
Cycle / pedestrian bridges (across rivers, canals, railways and major roads)	Subject to design but larger spans could be in range of £4-6m
All schemes to consider: <ul style="list-style-type: none"> <li>• Signs, including waymarking</li> <li>• Lighting</li> <li>• Speed limits</li> <li>• Traffic Regulation Orders and other legal costs</li> <li>• Cycle parking</li> <li>• Pedestrian and cycle counters</li> </ul>	

### Timescales

Following the prioritisation process, it is possible to categorise each scheme in terms of timescale for delivery and to create a pipeline of cycling schemes (subject to funding):

- Programmed schemes (with either full or partial funding towards implementation) = short-term delivery, next 1-2 years.

- Potential schemes identified as Very High or High Priority and 3rd party potential schemes = short-term/ medium-term, next 5 years.
- Other potential schemes as funding and development opportunities arise = next 5-10 years.

### **Delivery of a countywide walking, wheeling and cycling programme**

Activating the Warwickshire LCWIP means seeking the resources to deliver and develop a countywide walking, wheeling and cycling programme, alongside investment in other highways projects and the maintenance of existing infrastructure.

Since 2021, Warwickshire County Council has used the Active Travel Capability Fund (revenue funding) from the Department for Transport for feasibility design work on many of the high priority walking, wheeling and cycling schemes. This has created a pipeline of schemes which can be progressed to implementation, subject to the availability of capital funding.

Part 2 of the Warwickshire LCWIP provides evidence to help support capital funding bids and business cases, and identifies the walking and cycling schemes which could form district-wide walking and cycling programmes.

The county-wide programme could be delivered in a number of ways:

- Highest priority in Warwickshire: based on all programmed schemes (Table 6) plus those potential schemes which have been identified as Very High Priority across the whole county (Table 7). This is the most equitable in terms of county priorities.
- Highest priority in each District/ Borough: based on programmed schemes plus potential schemes which have been identified as Very High or High Priority for each District/ Borough (Tables 1 to 5). This would enable a fairer geographical distribution of schemes.
- Highest priority within different categories of infrastructure: based on specific types of measures and prioritising within each theme. This could enable funding to be allocated more efficiently for high value schemes. For example, this could include categories for:
  - Active Travel Zones
  - Connected cycling networks in key towns (Warwick, Leamington, Kenilworth, Stratford, Rugby, Nuneaton)
  - Foot and cycle bridges (for example A446 Coleshill, River Avon (South Stratford – town centre), River Avon (Chesford Grange/ K2L))
  - Key inter-urban connections (K2L, Leamington-Lighthorne Heath and Gaydon, Long Itchington-Southam, Studley-Alcester)
  - Cross-county routes (various disused railways/ greenways, canal towpaths, bridleways and HS2 links). The LCWIP prioritisation methodology favours short urban routes so longer-distance 'leisure' routes may require other assessment techniques, with a greater emphasis on benefits for health and tourism. These routes are also likely to attract different sources of funding from the urban infrastructure.
  - Specific infrastructure programmes – highway improvement schemes, casualty reduction schemes, signals/ crossings, removal of barriers, school streets, quiet lanes, cycle parking

It is likely that a combination of all of these approaches will be needed in response to the availability of funding and criteria for investment decisions.

Table 7: Short-term/ medium-term cycling programme for Warwickshire (5 years) – programmed schemes

Scheme	Location
<b>Programmed schemes</b>	
B4114 Birmingham Road (Coleshill – Kingshurst )	Coleshill
B4113 Coventry Road (Bermuda - Bedworth)	Bedworth
Wilson's Lane/ Woodshires Road (Exhall - Longford)	Bedworth
Nuneaton town centre	Nuneaton
A444 Weddington Road south (Town centre - Change Brook)	Nuneaton
A47 Hinckley Rd (Nuneaton – Hinckley: western phase)	Nuneaton
A47 The Long Shoot (Nuneaton – Hinckley: eastern phase)	Nuneaton
Nuneaton	Nuneaton
West Nuneaton - Bermuda via Bermuda Road	Nuneaton
A426 Avon Mill	Rugby
B4429 Ashlawn Road, Cock Robin Roundabout	Rugby
Houlton development	Rugby
Lower Lodge Avenue, Rugby Gateway	Rugby
Coton Park	Rugby
Lias Line (Hunningham - Birdingbury)	Cross county route
A423 Banbury Road/ Southam Rd (Southam to Ladbroke)	Southam
B4451 Kineton Road (south of Southam)	Southam
A3400 Birmingham Road (town centre - Bishopton)	Stratford
A3400 Shipston Road (Rosebird Centre)	Stratford
A422 Alcester Rd (Railway Station - Hathaway Green)	Stratford
A422 Alcester Road - extension to Wildmoor	Stratford
Stratford Greenway (Long Marston - Stratford)	Stratford
Stratford-upon-Avon Canal (urban section)	Stratford
(K2L) A452 Kenilworth to Leamington, south of B4115	Kenilworth
(K2L) B4115 / Rocky Lane, Kenilworth	Kenilworth
Coventry Gateway South	Kenilworth
Glasshouse Lane	Kenilworth
Stoneleigh Road (Dalehouse Lane to A46)	Kenilworth
(K2L) A452 Kenilworth Road (Leamington Spa Town Centre)	Leamington
A452 Europa Way	Leamington

Scheme	Location
<b>Programmed schemes</b>	
Grand Union Canal (Radford Semele access ramp)	Leamington
Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	Leamington
Offchurch Greenway (NCN41) (Welsh Road - Fosse Way)	Leamington
Radford Meadows Bridge	Leamington
A4177 Birmingham Road, Hatton	Warwick
A429 Coventry Road	Warwick
A445 Emscote Road (Warwick - Leamington)	Warwick
Myton Green and Heathcote Sustainable Urban Extension	Warwick
Primrose Hill crossing	Warwick
Vittle Drive / Ansell Way	Warwick
Warwick Town Centre	Warwick



Table 8: Short-term/medium-term cycling programme for Warwickshire (5 years) – very high priority potential schemes

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
	<b>Very high priority potential schemes</b>							
C12	Coleshill Heath Road (Coleshill - Birmingham / UK Central/ HS2 Interchange)	Coleshill	5	5	3	3	<b>16</b>	Very high
K12	A429 Coventry Road/ Kenilworth Road, Crackley	Kenilworth	4	4	4	4	<b>16</b>	Very high
K14	Abbey Fields	Kenilworth	5	5	3	3	<b>16</b>	Very high
K19	Kenilworth E-W route (Glasshouse Lane)	Kenilworth	4	4	4	4	<b>16</b>	Very high
R24	A428 Crick Road (Paddox - Houlton)	Rugby	5	4	3	4	<b>16</b>	Very high
W10	Myton path (Myton Road - Technology Park)	Warwick	5	4	4	3	<b>16</b>	Very high
C02	B4118 Water Orton Rd/ Birmingham Road (Water Orton - Birmingham/ Castle Bromwich)	Coleshill	4	5	3	3	<b>15</b>	Very high
C03	B4117 Watton Lane (Water Orton - Coleshill)	Coleshill	4	4	4	3	15	Very high
L12	Leamington Spa Town Centre (North - South)	Leamington	5	5	3	2	<b>15</b>	Very high
L27	A425 Radford Road/ Southam Road (Radford Semele - Leamington)	Leamington	4	4	4	3	<b>15</b>	Very high
P03	Bridleway and Green Lane (A5 Birch Coppice - Birchmoor - Stonydelph)	Polesworth	5	4	3	3	<b>15</b>	Very high
R01	Coton Park East	Rugby	3	4	4	4	<b>15</b>	Very high
R29	Trevor White Drive/ St Cross Hospital path	Rugby	4	4	4	3	<b>15</b>	Very high
W09	Myton Road	Warwick	4	4	4	3	<b>15</b>	Very high





## 3. Evaluation

### Reviewing the LCWIP

The Warwickshire LCWIP is an ongoing process and will require regular reviews to keep pace with changes in policy and funding at local, regional and national levels. The delivery programme will be overseen by the bimonthly Cycle Schemes Programme Board (officers) and further scrutinised every quarter by the Cycling Liaison Group (members). Progress updates will be prepared each year.

Local cycle forums will play a key role in the review of the LCWIP as well as in the development of specific schemes. Participation by a range of stakeholders and community groups will also be invited as part of local scheme engagement and through the communications and campaign work which is integral to the Warwickshire Safe and Active Travel Programme.

### Monitoring progress

In addition to reviewing the LCWIP itself, there will also be a need to monitor progress towards the key aim of this LCWIP:

**‘To create a safe and attractive environment for walking, wheeling and cycling, so that they become the natural choices for shorter journeys and outdoor recreation in Warwickshire’**

Monitoring involves the collection of both qualitative and quantitative data, some of which is already analysed as part of targets and key performance indicators as set out in existing national and local policies for transport, climate change and public health (Table 7). For example, the Warwickshire Road Safety Partnership Strategy includes a number of safety performance indicators and outcome measures. Emerging Warwickshire strategies such as the new Local Transport Plan and the Net Zero by 2050 Climate Change Action Plan will also set out local approaches to monitoring.



Table 9: Existing targets and performance indicators relevant to walking and cycling

Targets and/or performance indicators	Policy/ strategy
<b>Transport</b>	
2030 target of a 50% reduction in road deaths and serious injuries (equates to a target of 183)	<b>Warwickshire Road Safety Partnership Strategy to 2030</b>
Percentage of traffic complying with speed limits on national roads	
Percentage of traffic complying with speed limits on local roads	
Percentage of roads with appropriate safety rating	
Annual road condition scores	<b>Warwickshire County Council Highways Performance</b>
Annual public satisfaction survey results	
Annual potholes reported/repaired Annual potholes reported/ repaired	
Drainage – Number of gullies inspected and cleaned per month	
Street lighting – number of faulty lights reported to our contractors each month	<b>Warwickshire Local Transport Plan 2011-2026</b>
Road safety – The number of people killed or seriously injured in road traffic accidents	
Congestion – Average journey times on the most congested routes in Warwickshire	
Road condition for principal, non-principal and unclassified roads	
Footway condition	<b>Cycling and Walking Investment Strategy (CWIS) for England</b>
To increase walking activity to 300 stages per person per year by 2025.	
To increase the proportion of children aged 5 to 10 that usually walk to school, from 49% in 2014 to 55% by 2025	
To double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025	
To reduce the number of cyclists killed or seriously injured on England's roads.	
<b>Climate Change</b>	
Climate change target, to cut emissions by 78% by 2035 (from 1990 levels)	<b>UK's sixth Carbon Budget</b>
To achieve net zero by 2050.	
To support Paris Agreement temperature goal to limit global warming to well below 2°C and pursue efforts towards 1.5°C	
<b>Health and Wellbeing</b>	
To halve childhood obesity and significantly reduce the gap in obesity between children from the most and least deprived areas by 2030	<b>Tackling obesity, UK</b>

Warwickshire County Council is continually collecting and analysing data on a wide range of themes. Information is published in reports and websites including:

- [State of Warwickshire report](#)
- [Voice of Warwickshire survey outcomes](#)
- [Collision Data Dashboard](#)
- [Warwickshire Joint Strategic Needs Assessment](#)
- [Monitoring Health Inequalities in Warwickshire](#)
- [Levelling Up](#)

The use of public health data can help to target interventions at geographic populations who might benefit most, for example, the use of childhood obesity data to prioritise schools. Similarly, [levelling up data](#) can support work to improve connections between rural communities.

In addition, scheme-specific and funding-specific monitoring is undertaken (with reference as appropriate to monitoring guidelines such as the [Active Travel Fund](#) monitoring and [Capability Fund monitoring](#)).

The [Traffic Modelling and Surveys](#) team at Warwickshire County Council hosts an online [traffic survey portal](#) and has access to a wide range of data and equipment including the use of mobile network data and artificial intelligence radars. New data will be added to the traffic survey portal as team capability expands.

The Safe and Active Travel programme presents opportunities to collect new data across the county, including participation in road safety and cycle training activities, modes of travel near school entrances, and staff and student travel surveys. Hands up surveys in schools can also provide a regular snapshot of travel behaviour.

In order to review and monitor the LCWIP, as well as the new Local Transport Plan, there needs to be greater co-ordination and compilation of walking and cycling data. Table 8 outlines the main types of data that could be included.



Table 10: Data on walking and cycling

What is measured?	How?	Where?
Numbers of users/ levels of walking and cycling activity	<ul style="list-style-type: none"> <li>• Automatic counters</li> <li>• Manual surveys</li> <li>• Parked bike counts</li> <li>• User surveys/ visitor surveys</li> <li>• Strava</li> <li>• Census</li> </ul>	Highway network Towpaths National Cycle Network
Safety (number of collisions, perception of risk)	<ul style="list-style-type: none"> <li>• Police Stats19 collision data</li> <li>• User surveys</li> </ul>	Schools
Infrastructure provision (length of routes, crossings, cycle parking spaces)	<ul style="list-style-type: none"> <li>• Digital maps and asset records</li> </ul>	Workplaces
Condition of infrastructure	<ul style="list-style-type: none"> <li>• Maintenance inspections</li> <li>• Audits</li> <li>• Equality assessments</li> </ul>	Town centres Railway Stations
Satisfaction with facilities	<ul style="list-style-type: none"> <li>• User surveys</li> </ul>	Country parks

Data collection should therefore be factored into the monitoring requirements and scheme budgets for future schemes, whether this is led by Warwickshire County Council or a third party. Costs should consider both the monitoring equipment and commuted sums (to cover costs for at least a 5 year period). The Warwickshire Design Guide (2022) also requires that any developers working on the highway (Section 278 schemes) install multi-modal traffic counters.

Ultimately the key measures of success for the Warwickshire LCWIP will be the continued delivery of high quality infrastructure over the next decade, and more people choosing to walk, wheel and cycle for local trips and leisure activities.

