

WARWICKSHIRE LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN



DRAFT - JUNE 2022



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.

Nearly two thirds 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 a [Cycling and Walking Investment Strategy](#) in May 2017, setting out its ambition to make walking and cycling the natural choices for shorter journeys or part of a longer journey. The Strategy included guidance for local authorities on the preparation of Local Cycling and Walking Infrastructure Plans (LCWIP). In July 2020, the Government set out a further commitment to walking and cycling with publication of [Gear Change](#) and cycle infrastructure design guidance.

Warwickshire's first LCWIP builds on previous improvements to walking and cycling infrastructure, supports our current programme of safe and active travel initiatives and responds to recent feedback from local communities. The LCWIP reviews, updates and formalises the walking and cycling network development plans for each of the main urban areas, and sets out a prioritised programme of delivery for cycling schemes for the next 10 years. This will ensure that high quality infrastructure is in place - to encourage sustainable travel patterns for everyday journeys and provide inclusive access for leisure activities - meeting the demands of a growing population and supporting a vibrant economy.

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 and cycling, so that they become the natural choices for shorter journeys and outdoor recreation in Warwickshire'.

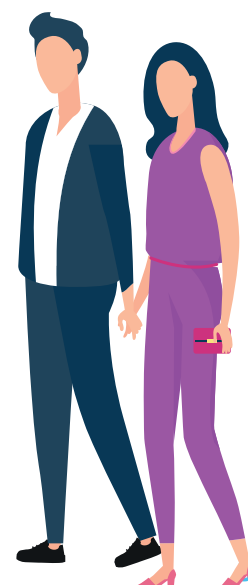
The principal objectives of LCWIPs are to:

- 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 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.





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

<p>Challenge 1: COVID-19 and the impacts on health, travel and economy</p> <p>Opportunities:</p> <ul style="list-style-type: none"> • to continue the increase in local walking journeys (for utility journeys and leisure trips) • to maintain interest in cycling, particularly less confident riders and people who have bought new bikes • to sustain the reduction in travel demand due to working from home • to promote short journeys to local/ independent retailers and food/ beverage businesses • to develop packages of walking and cycling activities as part of sustainable tourism (days out and holidays)
<p>Challenge 2: Climate Change and Air Quality</p> <p>Opportunities:</p> <ul style="list-style-type: none"> • to promote walking and cycling as low carbon alternatives to single-occupancy car journeys, and invest in walking and cycling infrastructure • to trial e-bikes and e-cargo bikes for last mile freight deliveries • to reduce emissions and poor air quality through investment in sustainable travel modes and low emission vehicles and supporting infrastructure
<p>Challenge 3: Population growth (including increases in older and school age populations) and associated pressures on highways and local services</p> <p>Opportunities:</p> <ul style="list-style-type: none"> • to seek developer funding for high quality walking and cycling infrastructure and wider transport improvements • to expand cycle training and road safety programmes in schools and community settings • to support more accessible and inclusive walking and cycling facilities
<p>Challenge 4: Health and wellbeing – particularly physical inactivity and obesity</p> <p>Opportunities:</p> <ul style="list-style-type: none"> • to promote walking and cycling as active travel modes and leisure activities, and invest in walking and cycling infrastructure • to work with health partners to promote walking and cycling activities including cycle training and exercise on prescription
<p>Challenge 5: Safety – perceptions of safety and actual risk</p> <p>Opportunities:</p> <ul style="list-style-type: none"> • to provide safer infrastructure for walking and cycling • to continue to invest in a casualty reduction programme • to extend the reach of Warwickshire’s Safe and Active Travel programme to more schools, workplaces and communities • to provide more training for pedestrians, cyclists and drivers • to work with Police on addressing concerns about personal safety

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

- to improve access by foot and by bike 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 bikes on rural bus services

Challenge 7: Historic towns and spaces – constraints on highway space and need for compromises in design standards and additional approvals**Opportunities:**

- to reduce traffic and on-street parking and reallocate road space to walking and cycling
- to reduce noise and pollution through investment in sustainable travel modes and low emission vehicles
- to trial innovative approaches to design solutions

Challenge 8: Access to jobs and services – and need to promote equality and 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 support rural tourist economy by offering walking and cycling activities for days out and holidays
- to provide safe and attractive passenger waiting facilities and cycle parking for public transport

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

- to work with partners to mitigate impacts
- to 'future-proof' developments by integrating high quality walking and cycling infrastructure and wider transport improvements within design and delivery

Challenge 10: Lack of funding**Opportunities:**

- to seek efficiencies through partnership working, prioritisation, phasing and prudent management
- to seek developer funding for high quality walking and cycling infrastructure and wider transport improvements
- to recognise the value for money and wide range of benefits (health, social, environmental, economic) of walking and cycling projects
- to maintain a pipeline of schemes, in preparation for new funding opportunities



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

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 on key themes for Warwickshire's new Local Transport Plan in early 2021 identified that the environment should be the priority in the next Local Transport Plan and 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 has been used to refine the network proposals in this LCWIP, and stimulate discussions with other stakeholders. The survey responses are analysed in more detail in Part 2.

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 permitting contra-flow cycling on one-way streets and introducing 20mph limits in town centres and residential areas.

Similarly, for walking, public realm investments in 'core walking 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, tactile surfaces and improved lighting. Small changes can make a substantial difference to route choices for more vulnerable pedestrians such as the elderly and people with disabilities.

In rural areas, measures to reduce speed and manage traffic 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).

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 people on foot and on cycle. There are already many excellent examples within Warwickshire and the wider West Midlands.

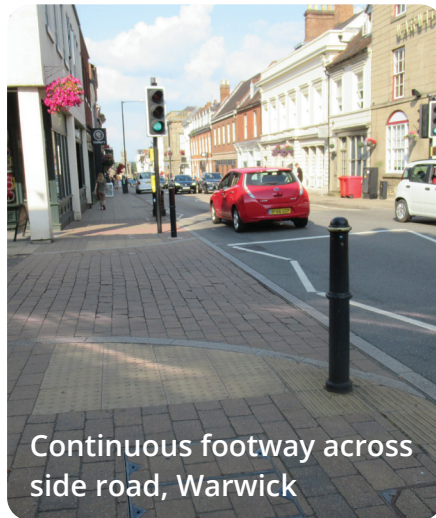


Pavements and paths

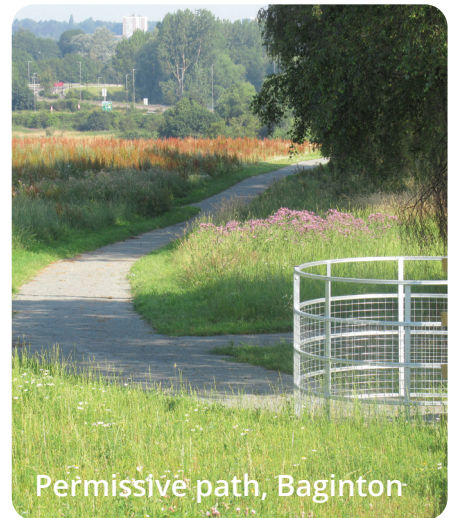
This includes footways alongside roads, permissive paths and public footpaths



Resurfaced footway with tactile paving, Atherstone



Continuous footway across side road, Warwick



Permissive path, Baginton

Pedestrian zones and public spaces

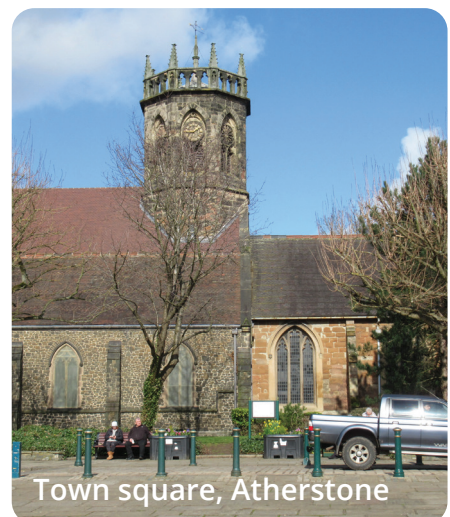
From shopping streets to town squares



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

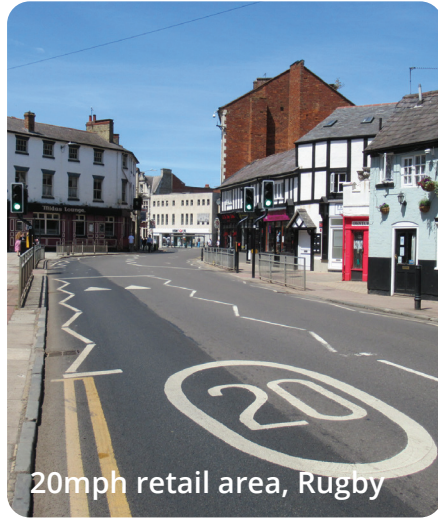


Cycle exemption to one-way street (modal filter), Warwick

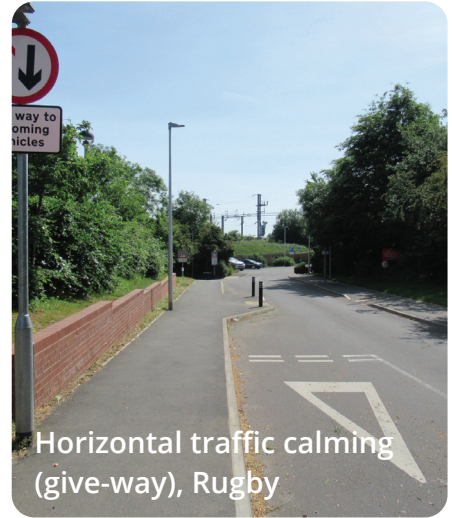
Traffic speeds can be managed through speed limits and traffic calming measures (horizontal and vertical).



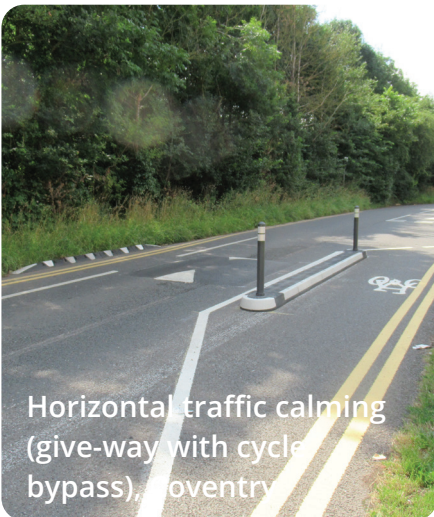
20 mph residential area, Rugby



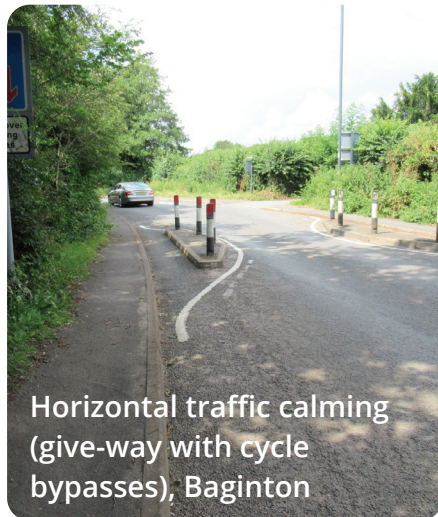
20mph retail area, Rugby



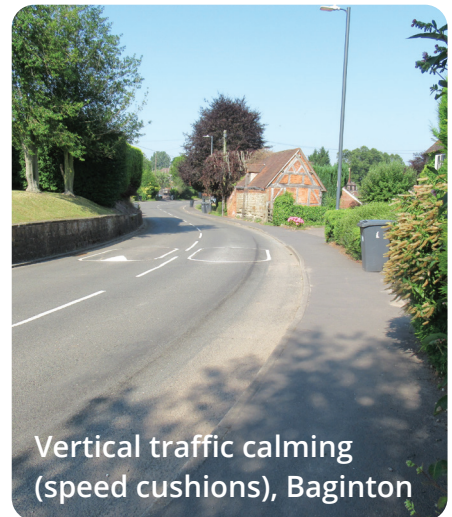
Horizontal traffic calming (give-way), Rugby



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, Lighthorntside road, Warwick



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



Leamington Spa



Atherstone



Stratford

Space for cycling within highways:

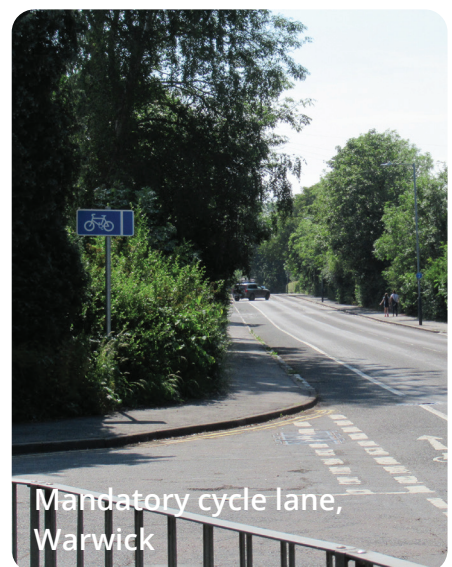
bus/ cycle lanes, advanced stop lines and cycle lanes (mandatory, advisory and contraflow)



Bus and cycle lane, Rugby



Advanced stop line for cyclists, Leamington traffic, Warwick



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.

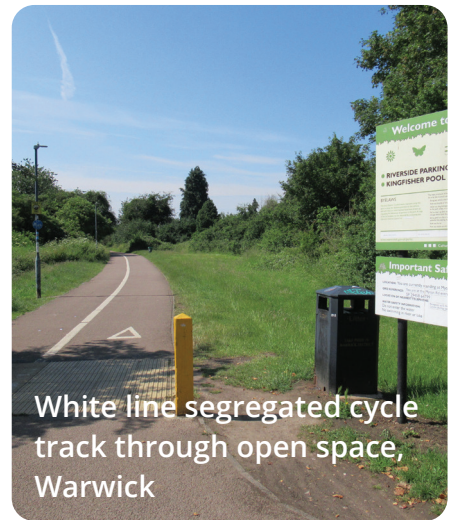
Well-used urban routes may have segregation between pedestrians and cyclists, either with a flat white line, raised white line or kerb.



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 used footway and cycle track, Leamington



Shared use footway and cycle track, Rugby

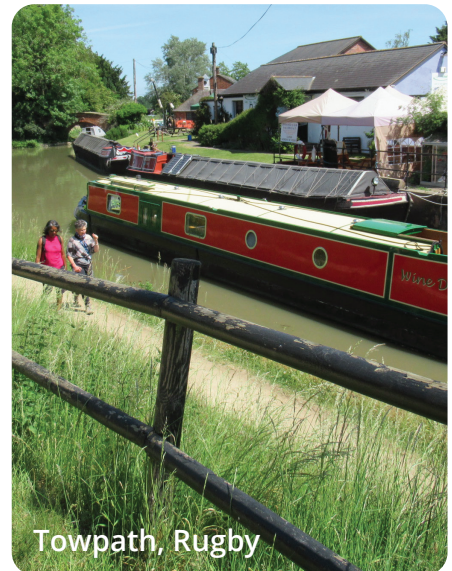
School areas are highlighted through signs, markings and parking restrictions



Shared use path, Warwick



Shared use path, Kenilworth



Towpath, Rugby

Crossings, footbridges and underpasses

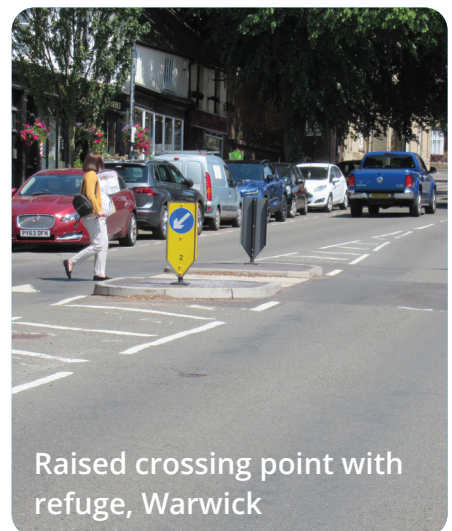
There are a range of crossing types from central refuges and raised crossing points to zebra crossings and Tiger crossings (a zebra crossing with a parallel cycle crossing)...



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



Tiger crossing, Solihull



Staggered Toucan crossing with kerbs rather than guard rail, Rugby



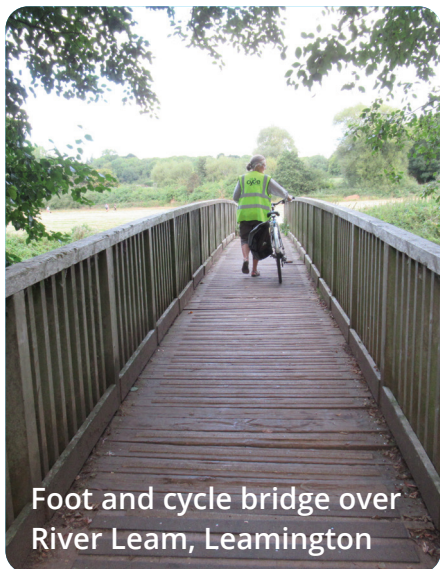
Puffin crossing, Leamington



Puffin crossing, Warwick



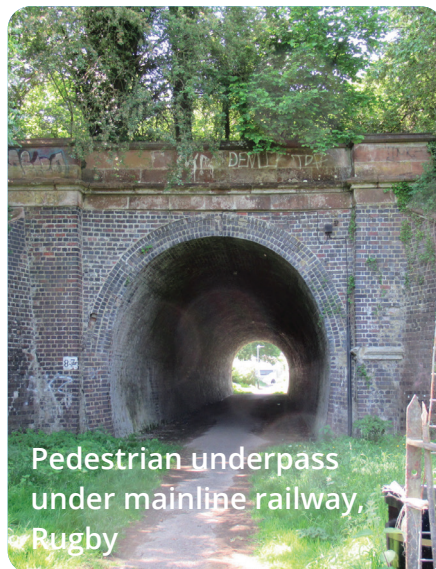
Busier roads, canals, rivers and railways require crossings via foot and cycle bridges or underpasses



Foot and cycle bridge over River Leam, Leamington



Access controls on foot and cycle bridge over M40, Warwick



Pedestrian underpass under mainline railway, Rugby

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 July 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 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 segregation 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 is also critical, and infrastructure should be planned and designed for people of all ages and abilities.

Warwickshire County Council will utilise 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
- [Health Equity Assessment Tool \(HEAT\)](#), Public Health England
- [Propensity to Cycle Tool](#) (PCT)
- [Cycling Infrastructure Prioritisation Toolkit](#) (CyIPT)
- [Equality Impact Assessment](#), Warwickshire
- Cycle Audit, Warwickshire

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 and the **Warwickshire Design Guide**, Warwickshire County Council, January 2022
- **West Midlands Cycle Design Guidance**, Transport for West Midlands, Edition 2, May 2019

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 is part of a joint **Local Enterprise Partnership** with Coventry. 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 and a **progress report** followed in 2020. 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.

CWIS included targets for both walking and cycling:

- to increase walking activity, to 300 stages per person per year in 2025
- to increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.
- to double cycling (measured in cycle stages) by 2025
- to reduce the rate of cyclists killed or seriously injured on England's roads, per billion miles cycled.

Gear Change

In July 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 July 2021. This described a year of achievement including additional investment through the Active Travel Fund, improved access to bikes 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 January 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 July 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'. There is a plan to, 'publish a Local Authority Toolkit in 2021, providing guidance to support local areas to deliver more sustainable transport measures'.

National Planning Policy Framework

One of the core planning principles of the [National Planning Policy Framework](#) (NPPF), revised in 2019, is that the planning system should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in sustainable locations. In promoting sustainable transport, the NPPF explicitly states that planning policies should, 'provide for high quality walking and cycling networks and supporting facilities such as 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.

Highways England 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 August 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).

Midlands Connect Strategy

Published in 2017, the [Midlands Connect Strategy: Powering the Midlands Engine](#), focuses on strategic road and rail improvements. The Strategy identified strategic growth sites in Warwick and Whitley and intensive growth corridors between Birmingham, Coventry, Nuneaton and Leicester, and between Coventry, Warwick and Thames Valley, including potential upgrades of the A46 and A5 strategic routes.



Sub-regional Green Infrastructure Strategy

Warwickshire, Coventry and Solihull jointly produced a [Green Infrastructure Strategy](#) in 2012. It provides assessments and recommendations for green infrastructure as well as detailed asset information, and is referenced in local plans. Green (and blue) infrastructure provide key corridors for walking and cycling connections.

Coventry and Warwickshire Strategic Economic Plan

The Coventry and Warwickshire Local Enterprise Partnership (CWLEP) produced a [Strategic Economic Plan](#) in 2016 and a [Strategic Reset Framework](#) in 2020 in response to the COVID-19 pandemic. The Economic Plan set out five pillars of activity; unlocking growth potential; advanced manufacturing and engineering; growing SMEs; growing talent; and culture and tourism. These pillars have been used as a basis for securing significant amounts of Growth Deal funding from the Government. CWLEP is currently providing capital investment ([Getting Building Fund](#)) towards active travel projects in Warwickshire and Growth Deal has contributed funding to wider transport projects which have included provision of active travel infrastructure.

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 [2020/21 Annual Report: CoVID-19: Impact in Warwickshire \(an exceptional year\)](#) includes recommendations to improve health and wellbeing and reduce health inequalities in Warwickshire.

The [Warwickshire Health and Wellbeing Strategy 2021-2026](#) was approved in March 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 focussed 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 [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 cultural 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.

The Coventry City of Culture has brought further tourism opportunities for the County Council and 2022 Commonwealth Games will do the same. 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.

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](#) (LTP) contains a series of policies and strategies that set out how Warwickshire's transport network will be maintained and improved over the period 2011 to 2026. This includes: a Walking Strategy that aims to improve the pedestrian environment and promote the benefits of walking to encourage more people to walk for short utility journeys and for recreation, and Cycling Strategy that aims to bring about an increase in the amount of cycling in Warwickshire by improving the safety and quality of the cycling environment and promoting cycling as a healthy, sustainable and attractive transport choice.

A review of the LTP commenced in 2020, with initial consultation on themes in 2021. The LCWIP, and a new Rights of Way Improvement Plan, will be published separately but will be closely integrated with the LTP Active Travel Strategy.

The Local Transport Plan incorporates the [Warwickshire Rights of Way Improvement Plan](#) (ROWIP), setting out policies and actions on managing and improving the Rights of Way network. All of the 1,750 miles of Public Rights of Way in Warwickshire are available for people on foot. In 2008, approximately 17% of the network was accessible for cyclists and horse-riders (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.

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.

Healthy Travel Choices Warwickshire

The importance of providing safe and attractive walking and cycling infrastructure to encourage 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 2: Extracts from key walking and cycling policies in Local Plans.

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

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 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 Warwickshire Local Transport Plan 2011-2026 and 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, particularly the local cycle forums for Coleshill, Nuneaton, Rugby, Stratford and Warwick areas. Information was also gathered from the wider public via specific LCWIP engagement in 2021, using interactive maps on the online 'Commonplace' platform.

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 bike). LCWIP Technical Guidance states that cycling has potential to replace trips made by other modes up to 10km. The Warwickshire Local Transport Plan 2011-2026 suggests acceptable distances for walking, with a maximum of 2km for journeys to work and school. Active travel is therefore most viable in and around the most compact, urban areas of the county. These areas are also more suitable for developing the concept of '15-minute neighbourhoods'. Comments from the online LCWIP engagement in 2021 were concentrated in urban areas. North Warwickshire may be an exception. Although its towns are small in population and the district is predominantly rural, the close proximity of Birmingham, Solihull and Tamworth, existing rail connections and planned residential and employment growth, creates potential to increase walking and cycling trips in a number of towns and villages.

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 scope of Warwickshire's LCWIP does not extend beyond the county boundaries, consideration is given to connections with existing and emerging active travel networks in neighbouring authorities which form part of wider travel to work areas.

The main areas of focus (representing each of the five districts) are therefore:

- North Warwickshire, including the A5 corridor and key settlements of Coleshill, Polesworth and Atherstone
- Nuneaton and Bedworth, and connections to Coventry
- Rugby
- Stratford-upon-Avon
- Warwick, Leamington Spa, Whitnash, Kenilworth, and connections to Coventry

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 both walking 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.

