



# 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 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 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 latest Council Plan, emerging Warwickshire Local Transport Plan, Rights of Way Improvement Plan, Local Plans, Neighbourhood Plans, Supplementary Planning Documents and LCWIPs for adjoining local authorities.

### Providing synergies with other investment projects

The Warwickshire LCWIP identifies almost 200 walking and cycling schemes. In order to deliver schemes that make a real impact over the next 10 years, a substantial amount of funding will be required. Costs can be optimised if walking 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 and 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 Leamington Spa and Nuneaton, and those planned for 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 has been applied to the latest long list of cycling schemes; comprising the previous interim list from the Task and Finish Group, additional suggestions by area cycle forums, local residents ([Commonplace comments](#)) and Sustrans, and locations identified from other evidence gathering (see Part 2).

There is an overlap with walking schemes where these form part of combined walking and cycling routes. However, prioritisation has not been undertaken separately for core walking zones because there is currently insufficient detailed information available for assessment. Further work (including school site audits and/or area-wide walking audits) is required to identify the types of measures required in these areas.

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, Canal and River Trust and HS2) and programmed schemes were not included in the prioritisation scoring, although they are shown in Tables 1 to 5 for completeness. All schemes which were previously scored for the Task and Finish Group have been re-assessed (unless already programmed).

### Methodology

Each potential scheme 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 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						In current programme
<b>Potential 3rd party schemes</b>								
A08	A5 Watling Street (Atherstone/ Mancetter - A444 Weddington Lane, Caldecote )	Atherstone						Potential (National Highways)
P08	A5 Watling Street (M42 Junction 10)	Polesworth						Potential (National Highways)
P10	A5 Watling Street (Birch Coppice - Dordon - Grendon)	Polesworth						Potential (National Highways)
P11	A5 Watling Street (Grendon to Holly Lane)	Polesworth						Potential (National Highways)
A01	Atherstone developments	Atherstone						Potential (Developer)
P01	Alvecote development	Polesworth						Potential (Developer)
P04	Polesworth developments	Polesworth						Potential (Developer)
P09	Path (A5 Watling Street - Tamworth Logistics Park)	Polesworth						Potential (Developer)
<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
C01	Water Orton Lane (Water Orton – Minworth)	Coleshill	4	5	3	3	<b>15</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)w	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
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 (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
A03	Atherstone town links (Gypsy Lane, Rowlands Way, Whittington Lane, Holly Lane)	Atherstone	3	3	3	2	<b>11</b>	Medium
A04	Atherstone town links (Sheepy Road)	Atherstone	3	3	3	2	<b>11</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
P07	Path (A5 Birch Coppice junction - Browns Lane)	Polesworth	3	4	2	2	<b>11</b>	Medium
X01	Coventry Canal (Polesworth - Pooley Country Park)	County leisure route	3	3	3	2	<b>11</b>	Medium
X02	Birmingham and Fazeley Canal (Wiggins Hill to Fazeley)	County leisure route	3	3	3	2	<b>11</b>	Medium
C06	Fishery Lane (Coleshill - Whitacre Heath)	Coleshill	3	3	2	2	<b>10</b>	Medium

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
C10	Coleshill town north-south spine (Stonebridge Road, Wingfield Road, High Street)	Coleshill	3	4	1	2	<b>10</b>	Medium
P02	Polesworth and Dordon north-south links	Polesworth	2	4	2	2	<b>10</b>	Medium
C11	Green Lane (Coleshill to Birmingham / UK Central)	Coleshill	3	3	1	2	<b>9</b>	Medium
X03	River Tame Greenway (Water Orton - Hams Hall)	County leisure route	2	2	1	2	<b>7</b>	Low
X04	River Cole Greenway (Coleshill - North Solihull)	County leisure route	2	2	1	2	<b>7</b>	Low

Table 2: Cycling schemes in Nuneaton and Bedworth 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						In current programme
	B4113 Coventry Road parallel route (Bedworth - Exhall)	Bedworth						In current programme
	Wilsons Lane/ Woodshires Road (Exhall - Longford)	Bedworth						In current programme
	A444 Weddington Road south (Town centre - Change Brook)	Nuneaton						In current programme
	A47 Hinckley Rd (Nuneaton - Hinckley: western phase)	Nuneaton						In current programme
	<b>A47 The Long Shoot (Nuneaton - Hinckley: eastern phase)</b>	Nuneaton						In current programme
	West Nuneaton - Bermuda via Bermuda Road	Nuneaton						In current programme
<b>Potential 3rd party schemes</b>								
B10	Sowe Meadows (Wilsons Lane - Woodshires Green)	Bedworth						Potential (developer)
N13	North Nuneaton, Top Farm development	Nuneaton						Potential (developer)

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Potential 3rd party schemes</b>								
N14	North Nuneaton, St Nicolas Park/ Callendar Farm developments	Nuneaton						Potential (developer)
N26	Gipsy Lane development, site connections	Nuneaton						Potential (developer)
<b>Priorities potential schemes</b>								
B06	West Bedworth - town centre (Smarts Road to Black Bank)	Bedworth	4	4	3	3	<b>14</b>	High
B08	B4029 Bulkington - Bedworth	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
N08	Upper Abbey Street and Abbey Gardens link	Nuneaton	3	4	4	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
B01	Bedworth Heath link	Bedworth	4	4	3	2	<b>13</b>	High
B04	Bedworth cross-town centre links	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 (including junction with Bull Ring and A444)	Nuneaton	4	4	3	2	<b>13</b>	High
B09	Coventry Canal (Hawkesbury Junction - Coventry)	Bedworth	3	4	3	2	<b>12</b>	Medium

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Priorities potential schemes</b>								
N01	Galley Common (Buchan Close - Sheridan Drive)	Nuneaton	3	3	4	2	<b>12</b>	Medium
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 - Gypsy 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
B02	Bedworth Woodlands - town centre	Bedworth	3	4	2	2	<b>11</b>	Medium
N10	Sandon Park Link	Nuneaton	3	3	3	2	<b>11</b>	Medium
B05	Miners Welfare Park	Bedworth	3	3	2	2	<b>10</b>	Medium
B07	West Bedworth - Bowling Green Lane junction (Ash Green Royal Oak Lane and Goodyers End Lane)	Bedworth	3	4	1	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
B03	Coventry Canal (Gypsy Lane - Hawkesbury Junction)	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						In current programme
<b>Potential 3rd party schemes</b>								
Cy03	A45 Tollbar End	Ryton						Potential (National Highways)
Cy01	Ansty Park	Ansty Park						Potential (developer)
R18	Moors Lane	Rugby						Potential (developer)
R21	Houlton network	Rugby						Potential (developer)
R22	A428 Crick Road (Houlton - Dirft)	Rugby						Potential (developer)
R23	Rugby Gateway Railway Station access	Rugby						Potential (developer)
R37	Scots Close Bridleway (R169c) and Alwyn Road north to Bilton	Rugby						Potential (developer)
R38	Bridleway (R169d) opposite Duncan Drive and Alwyn Road south to Dunchurch	Rugby						Potential (developer)
R39	Cawston Lane (Cawston - Dunchurch)	Rugby						Potential (developer)
R40	Homestead Link Road	Rugby						Potential (developer)
R41	Potsford Dam Link Road	Rugby						Potential (developer)
R42	B4429 Coventry Road	Rugby						Potential (developer)

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Priorities potential schemes</b>								
R24	A428 Crick Road (Paddox - Houlton)	Rugby	5	4	3	4	<b>16</b>	Very high
R01	Coton Park East/ Park Connector Network - north	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)	Ryton	5	4	2	3	<b>14</b>	High
R04	Black Path (A426 Rugby Gateway - town centre Phase 2)	Rugby	5	4	2	3	<b>14</b>	High
R07	Hunters Lane	Rugby	4	4	3	3	<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
R14	Clifton Road (Houlton Way - South Street)	Rugby	4	4	3	3	<b>14</b>	High
X10	Lias Line (NCN41) Draycote Water - Potsford Dam	County leisure route	4	4	3	3	<b>14</b>	High
X11	Lias Line (NCN41) Offchurch - Birdingbury	County leisure route	4	4	4	2	<b>14</b>	High
Cy02	Binley Woods - Coventry East	Binley Woods	3	4	3	3	<b>13</b>	High
R02	Path (Boughton Leigh Schools)	Rugby	4	4	3	2	<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 (South Street - Murray Road)	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
R28	Whitehall Recreation Ground	Rugby	3	4	3	3	<b>13</b>	High

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Priorities potential schemes</b>								
R30	Pytchley Road link to Great Central	Rugby	3	4	4	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 (A4071 - Cawston - Town Centre)	Rugby	4	4	2	3	<b>13</b>	High
X07	Great Central Walk (Crowthorns - Newton)	County leisure route	4	4	2	3	<b>13</b>	High
R31	Barby Road (Hospital access)	Rugby	4	4	3	2	<b>13</b>	High
R05	Butlers Leap	Rugby	3	5	2	2	<b>12</b>	Medium
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
R17	The Kent, School Street and Lower Street	Rugby	2	3	4	2	<b>11</b>	Medium
X09	Great Central Walk (NCN41), South Rugby	County leisure route	3	3	3	2	<b>11</b>	Medium
R06	Bridleway (New Bilton - Newbold Road)	Rugby	3	3	2	2	<b>10</b>	Medium
R16	Whinfield Woods paths	Rugby	3	3	2	2	<b>10</b>	Medium
R20	Bridleway (The Locks - Houlton Way)	Rugby	3	3	2	2	<b>10</b>	Medium
X08	Oxford Canal towpath (Newbold - Houlton)	County leisure route	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
R43	Cawston connections	Rugby	3	3	2	2	<b>10</b>	Medium
R35	Sow Brook: Lytham Road/ Shakespeare Gardens (Bilton Road - Dunchurch Road)	Rugby	2	2	3	2	<b>9</b>	Medium
X05	Twelve O'Clock Ride Bridleway (Brandon - Coombe Abbey)	County leisure route	2	3	2	2	<b>9</b>	Medium
X06	Bridleway (Brandon - Brinklow)	County leisure route	2	3	2	2	<b>9</b>	Medium
R03	Old Leicester Road	Rugby	2	3	2	2	<b>9</b>	Medium

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>								
	Lias Line Phase 1, Offchurch - Long Itchington	County leisure route						Sustrans
	A423 Banbury Road/ Southam Rd (Southam to Ladbroke)	Southam						HS2
	B4632 Campden Road (Long Marston airfield - Meon Vale)	Stratford						Developer
	Stratford-upon-Avon Canal (urban section)	Stratford						Canal and River Trust
	Riverside project, Warwick Road phase	Stratford						District Council
	Stratford Greenway (Long Marston - Stratford)	Stratford						In current programme
	A3400 Shipston Road (Rosebird Centre)	Stratford						In current programme
	A422 Alcester Rd (Railway Station - Hathaway Green)	Stratford						In current programme
	A422 Alcester Road - extension to Wildmoor	Stratford						In current programme
	A3400 Birmingham Road (town centre - Bishopton)	Stratford						In current programme
<b>Potential 3rd party schemes</b>								
X19	Lias Line, extension to Model Village	County leisure route						Potential (Sustrans)
S17	Riverside project, southern section	Stratford						Potential (SDC)
Sm05	A425 Leamington Road (Southam to Stoney Thorpe)	Southam						Potential (HS2)
X25	Deppers Bridge to Ladbroke	County leisure route						Potential (HS2)
X26	HS2 Link: Wormleighton to Ladbroke	County leisure route						Potential (HS2)
X27	HS2 Link: Claydon and Lower Boddington to Wormleighton	County leisure route						Potential (HS2)
Kn02	Admiral Cowan Way, The Willows, Kineton	Kineton						Potential (developer)

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Potential 3rd party schemes</b>								
	Lias Line Phase 1, Offchurch - Long Itchington	County leisure route						Sustrans
	A423 Banbury Road/ Southam Rd (Southam to Ladbroke)	Southam						HS2
	B4632 Campden Road (Long Marston airfield - Meon Vale)	Stratford						Developer
S12	Shottery Relief Road	Stratford						Potential (developer)
S18	Long Marston Airfield connections (including to Stratford Greenway)	Stratford						Potential (developer)
S19	Meon Vale Greenway	Stratford						Potential (developer)
<b>Priorities 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
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
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

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Priorities potential schemes</b>								
S02	A3400 Birmingham Road (Bishopton 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
Sm01	A423 Southam Road (Long Itchington - Southam)	Southam	4	3	3	2	<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
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
S15	A4390 Seven Meadows Road, Stratford	Stratford	4	3	2	2	<b>11</b>	Medium
We01	Wellesbourne A429 crossing points	Wellesbourne	3	3	3	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 - Ryon Hill)	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
X21	Stratford to Bidford disused railway	County leisure route	3	3	2	2	<b>10</b>	Medium
X23	Stratford to Shipston Tramway	County leisure 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

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
	<b>Prioritised potential schemes</b>							
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
X22	Stratford-upon-Avon Canal (Bishopton to Wilmcote)	County leisure route	2	2	3	2	<b>9</b>	Medium
S03	Hamlet Way and Masons Road links (Canal Quarter)	Stratford	3	3	1	1	<b>8</b>	Low
X20	Avon and Arrow Greenway	County leisure route	2	2	1	2	<b>7</b>	Low
X24	Stratford to Kineton disused railway	County leisure route	2	2	1	2	<b>7</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>							
	Lias Line Phase 1, Offchurch - Long Itchington	County leisure route						Sustrans
	Coventry Gateway South	Baginton						Developer
	Myton Green and Heathcote Sustainable Urban Extension	Warwick						Developer
	A4177 Birmingham Road, Hatton	Warwick						Developer
	Stoneleigh Road (Dalehouse Lane to A46)	Kenilworth						In current programme
	(K2L) A452 Kenilworth to Leamington, south of B4115	Kenilworth						In current programme
	(K2L) B4115 / Rocky Lane, Kenilworth	Kenilworth						In current programme

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Programmed schemes</b>								
	Footbridge: Clarke's Avenue to Farmer Ward Road	Kenilworth						In current programme
	Leyes Lane/ Glasshouse Lane	Kenilworth						In current programme
	Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	Leamington						In current programme
	A452 Europa Way	Leamington						In current programme
	(K2L) A452 Kenilworth Road (Leamington Spa Town Centre)	Leamington						In current programme
	Newbold Terrace	Leamington						In current programme
	The Places: Dormer Place, Augusta Place, Portland Place East, Portland Street, Regent Street	Leamington						In current programme
	Woodloes Avenue South, Warwick	Warwick						In current programme
	Warwick Town Centre	Warwick						In current programme
	St Nicholas Park	Warwick						In current programme
	A429 Coventry Road	Warwick						In current programme
	A445 Emscote Road (Warwick - Leamington)	Warwick						In current programme
	Vittle Drive / Ansell Way	Warwick						In current programme
<b>Potential 3rd party schemes</b>								
X18	Tachbrook Country Park, and Heathcote	County leisure route						Potential (WDC)
X13	Kenilworth Greenway (NCN523) (Burton Green - Berkswell)	County leisure route						Potential (HS2)
X16	HS2 Link: Cubbington to Offchurch	County leisure route						Potential (HS2)
X17	Offchurch Greenway (NCN41) Welsh Road	County leisure route						Potential (HS2)



Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Potential 3rd party schemes</b>								
K03	Finham links	Kings Hill						Potential (developer)
K04	Kings Hill development including spine road and Kings Hill Lane	Kings Hill						Potential (developer)
K08	A46 University of Warwick Strategic Link Road	Kenilworth						Potential (developer)
K20	East Kenilworth development - new roads	Kenilworth						Potential (developer)
K21	East Kenilworth development - greenways	Kenilworth						Potential (developer)
K22	Thickthorne development	Kenilworth						Potential (developer)
W10	Myton path (Myton Road - Technology Park)	Warwick						Potential (developer)
X12	Baginton Community Park	County leisure route						Potential (developer)
<b>Prioritised potential schemes</b>								
K12	A429 Coventry Road/ Kenilworth Road, Crackley, Kenilworth	Kenilworth	4	4	4	4	<b>16</b>	Very high
K14	Abbey Fields	Kenilworth	5	5	3	3	<b>16</b>	Very high
K01	Rowley Road, Baginton	Baginton	3	4	4	4	<b>15</b>	Very high
K28	(K2L) A452 Kenilworth to Leamington, north of B4115	Kenilworth	4	4	4	3	<b>15</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	<b>14</b>	High
L05	Fords Fields path (Queensway - NCN41)	Leamington	4	4	4	2	<b>14</b>	High
L08	Tachbrook Park Drive, Leamington	Leamington	4	4	4	2	<b>14</b>	High

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Prioritised potential schemes</b>								
W03	Warwick Parkway Station access	Warwick	3	4	4	3	<b>14</b>	High
X11	Lias Line (NCN41) Offchurch - Birdingbury	County leisure route	4	4	4	2	<b>14</b>	High
K09	Dalehouse Lane	Kenilworth	3	4	3	3	<b>13</b>	High
K11	Burton Green (Kenilworth Greenway NCN 523)	Kenilworth	2	2	4	5	<b>13</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
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
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
K02	Mill Hill, Baginton and Howes Lane	Baginton	3	4	3	2	<b>12</b>	Medium
K10	B4115 Ashow Road near Stoneleigh Business Park (Rocky Lane to Stoneleigh)	Stoneleigh	3	3	3	3	<b>12</b>	Medium
K19	Kenilworth E-W route (St Johns and Glasshouse Lane)	Kenilworth	3	4	3	2	<b>12</b>	Medium
L06	Kingsway/ Queensway	Leamington	3	4	3	2	<b>12</b>	Medium
L17	Tachbrook Street across railway to Berrington Road and Sydenham	Leamington	3	3	4	2	<b>12</b>	Medium

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Prioritised potential schemes</b>								
L24	Bridleway (Greenfield Road - Radford Semele)	Leamington	4	4	2	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)	Kings Hill	3	3	2	3	<b>11</b>	Medium
K17	Kenilworth E-W route (Station/Whitemoor Road/ Lyes 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
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
K06	Stoneleigh Road (Kings Hill Lane to Dalehouse Lane)	Kings Hill	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)	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

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Prioritised potential schemes</b>								
L28	Offchurch Lane: Radford Semele -Grand Union Canal	Leamington	3	3	2	2	<b>10</b>	Medium
W08	Banbury Road bridge	Warwick	4	4	1	1	<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
K07	Stoneleigh Road (A46 to Stoneleigh Village)	Stoneleigh	2	3	2	2	<b>9</b>	Medium
K27	Paths, Bullimore Wood	Kenilworth	3	2	2	2	<b>9</b>	Medium
L04	Grand Union Canal (Emscote - Offchurch Greenway)	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
W01	Grand Union Canal (Hatton - Emscote)	Warwick	2	3	2	2	<b>9</b>	Medium
X14	Bridleway between Hatton and Kenilworth	County leisure route	2	3	2	2	<b>9</b>	Medium
X15	Bridleway between Hatton and Warwick	County leisure route	2	3	2	2	<b>9</b>	Medium
L23	Golf Lane Bridleway, Whitnash	Leamington	2	2	2	2	<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.

*Table 6: indicative costs of cycling infrastructure in Warwickshire*

Scheme Type	Typical costs
New footway/ cycle track adjacent to road	From £550 per metre
Widened/ upgraded footway adjacent to road	From £350 per metre
Cycle track/ path on open space (including greenways and canal towpaths)	From £350 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>	

Following consultation on the draft LCWIP, the walking and cycling schemes for each district and their potential measures will be reviewed, and high-level costs will be estimated.

## 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 and cycling programme

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

Part 2 of the Warwickshire LCWIP provides evidence to help support 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 programmed schemes plus those potential schemes which have been identified as Very High Priority across the whole county (Table 6). 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:
  - o Core walking zones
  - o Connected cycling networks in key towns (Warwick, Leamington, Kenilworth, Stratford, Rugby, Nuneaton)
  - o Foot and cycle bridges (for example A446 Coleshill, River Avon (South Stratford – town centre), River Avon (Chesford Grange/ K2L))
  - o Key inter-urban connections (K2L, Leamington-Lighthorne Heath and Gaydon, Long Itchington-Southam, Studley-Alcester)
  - o Cross-county leisure routes (various disused railways/ greenways, canal towpaths, bridleways and HS2 links). The LCWIP prioritisation methodology favours short urban routes so the 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.

Table 6: Short-/ medium-term cycling programme for Warwickshire (5 years)

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
	<b>Programmed schemes</b>							
	B4114 Birmingham Road (Coleshill – Kingshurst )	Coleshill						In current programme
	B4113 Coventry Road (Bermuda - Bedworth)	Bedworth						In current programme
	B4113 Coventry Road parallel route (Bedworth - Exhall)	Bedworth						In current programme
	Wilsons Lane/ Woodshires Road (Exhall - Longford)	Bedworth						In current programme
	A444 Weddington Road south (Town centre - Change Brook)	Nuneaton						In current programme
	A47 Hinckley Rd (Nuneaton – Hinckley: western phase)	Nuneaton						In current programme
	A47 The Long Shoot (Nuneaton – Hinckley: eastern phase)	Nuneaton						In current programme
	West Nuneaton - Bermuda via Bermuda Road	Nuneaton						In current programme
	A426 Avon Mill	Rugby						In current programme
	Lias Line Phase 1, Offchurch - Long Itchington	County leisure route						Sustrans
	A423 Banbury Road/ Southam Rd (Southam to Ladbroke)	Southam						HS2
	B4632 Campden Road (Long Marston airfield - Meon Vale)	Stratford						Developer
	Stratford-upon-Avon Canal (urban section)	Stratford						Canal and River Trust
	Riverside project, Warwick Road phase	Stratford						District Council
	Stratford Greenway (Long Marston - Stratford)	Stratford						In current programme
	A3400 Shipston Road (Rosebird Centre)	Stratford						In current programme
	A422 Alcester Rd (Railway Station - Hathaway Green)	Stratford						In current programme
	A422 Alcester Road - extension to Wildmoor	Stratford						In current programme

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
	<b>Programmed schemes</b>							
	A3400 Birmingham Road (town centre - Bishopton)	Stratford						In current programme
	Coventry Gateway South	Baginton						Developer
	Myton Green and Heathcote Sustainable Urban Extension	Warwick						Developer
	A4177 Birmingham Road, Hatton	Warwick						Developer
	Stoneleigh Road (Dalehouse Lane to A46)	Kenilworth						In current programme
	(K2L) A452 Kenilworth to Leamington, south of B4115	Kenilworth						In current programme
	(K2L) B4115 / Rocky Lane, Kenilworth	Kenilworth						In current programme
	Footbridge: Clarke's Avenue to Farmer Ward Road	Kenilworth						In current programme
	Leyes Lane/ Glasshouse Lane	Kenilworth						In current programme
	Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	Leamington						In current programme
	A452 Europa Way	Leamington						In current programme
	(K2L) A452 Kenilworth Road (Leamington Spa Town Centre)	Leamington						In current programme
	Newbold Terrace	Leamington						In current programme
	The Places: Dormer Place, Augusta Place, Portland Place East, Portland Street, Regent Street	Leamington						In current programme
	Woodloes Avenue South, Warwick	Warwick						In current programme
	Warwick Town Centre	Warwick						In current programme
	St Nicholas Park	Warwick						In current programme
	A429 Coventry Road	Warwick						In current programme



Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
<b>Programmed schemes</b>								
	A445 Emscote Road (Warwick - Leamington)	Warwick						In current programme
	Vittle Drive / Ansell Way	Warwick						In current programme
<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	Kenilworth	4	4	4	4	<b>16</b>	Very high
K14	Abbey Fields	Kenilworth	5	5	3	3	<b>16</b>	Very high
R24	A428 Crick Road (Paddox - Houlton)	Rugby	5	4	3	4	<b>16</b>	Very high
C01	Water Orton Lane (Water Orton - Minworth)	Coleshill	4	5	3	3	<b>15</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
K01	Rowley Road, Baginton	Baginton	3	4	4	4	<b>15</b>	Very high
K28	(K2L) A452 Kenilworth to Leamington, north of B4115	Kenilworth	4	4	4	3	<b>15</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
P03	Bridleway and Green Lane (A5 Birch Coppice - Birchmoor - Stonydelph)	Polesworth	5	4	3	3	<b>15</b>	Very high
R01	Coton Park East/ Park Connector Network - north	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

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.



## 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 objective of this LCWIP:

**‘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’**

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 2022 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.

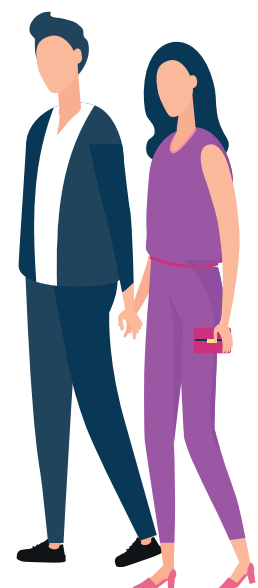


Table 7: Existing targets and performance indicators relevant to walking and cycling

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](#)
- [Collision Data Dashboard](#)
- [Warwickshire Joint Strategic Needs Assessment](#)
- [Monitoring Health Inequalities in Warwickshire](#)

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 8: 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 consistently high quality infrastructure over the next decade, and more people choosing to walk and cycle for local trips and leisure activities.