

## **Cabinet**

**11 October 2018**

### **Communities Overview and Scrutiny Committee Cycling Infrastructure Task and Finish Group**

#### **Recommendation from Communities Overview and Scrutiny Committee:**

That Cabinet supports the recommendations of the Cycling Infrastructure Task and Finish Group (as set out below) and considers the proposals which require new financial commitments as part of the 2019/20 budget process.

#### **Recommendations of the Cycling Infrastructure Task and Finish Group**

##### ***Cycling networks and scheme prioritisation***

- 1) That the County Council develops a Local Cycling and Walking Infrastructure Plan (LCWIP) by the start of 2020/21, in accordance with the technical guidance published by the Department for Transport, to set out a long term, prioritised and costed programme of cycling infrastructure improvements for Warwickshire.
- 2) That an interim list of prioritised and costed cycle schemes is produced by Autumn 2018 and presented for Cabinet approval, in advance of the development of a Local Cycling and Walking Infrastructure Plan.

##### ***Cycling infrastructure***

- 3) That, further to the Warwickshire Local Transport Plan 2011-26 Policy CY4, the West Midlands Cycling Design Guidance is recognised as the overarching guidance for the design of new cycling infrastructure in Warwickshire, complemented by ongoing best practice research into new approaches to delivering high quality, innovative and effective cycling schemes.
- 4) In accordance with the Warwickshire Local Transport Plan 2011-26 Policy CY5: 'Maintenance', that the County Council takes account of the particular needs of cyclists in maintaining the highway network and ensure that off-carriageway cycle routes are maintained to a good standard.

- 5) That the County Council works with the District and Borough Councils to secure appropriate cycling infrastructure through the planning system, including that:
  - a. New developments provide an appropriate level of cycling infrastructure within the site.
  - b. That development sites are appropriately connected to the wider cycling network.
  - c. That contributions to the development of the local cycling network are secured in line with planning regulations.
- 6) That a countywide Bike Share scheme which is accessible to all is developed in Warwickshire to complement and add value to the programme of cycle infrastructure improvements. The scheme should be compatible with emerging technology for travel & payment.
- 7) That the Council implements route signage schemes for cyclists and pedestrians in all of Warwickshire's urban areas to direct cyclists to primary destinations having engaged with cycle forums and other interested groups on the route signage plans.
- 8) That the Council works with and supports local businesses to encourage work based cycling including through raising awareness of cycle routes and the provision of facilities for cyclists such as storage and changing facilities, bike share and purchase schemes.

### ***Funding***

- 9) That the Council create a dedicated capital cycle infrastructure fund for cycling from 2019/20 to enable the planning and delivery of a countywide programme of cycle infrastructure schemes.
- 10) That each area Cycle Forum is allocated a small annual funding pot to finance a programme of community led minor cycle infrastructure improvements.
- 11) That the portfolio holders for Health and Transport ensure that all potential opportunities to secure external funding for improving cycling infrastructure are fully exploited.
- 12) That Warwickshire County Council's representative on the Coventry and Warwickshire Local Enterprise Partnership Board requests that CWLEP incorporate consideration of scheme impact on active travel into the evaluation of all future funding bid business cases.

### ***Consultation and partnership working***

- 13) That, in accordance with Local Transport Plan 2011-26 Policy CY1: 'Consultation and partnership working', countywide cycle forum coverage is achieved by establishing a forum in North Warwickshire and by providing officer support to all of the forums.

- 14) That the Council encourages a countywide, multi-agency partnership approach to the development and promotion of cycling that highlights the benefits of cycling and raises awareness of cycling facilities. This should include encouraging cycling as part of the place based health agenda and working with the district, borough, town and parish councils to secure cycling infrastructure through the planning process.

### ***Implementation and monitoring***

- 15) That a representative Member working group is established to oversee the development of the LCWIP and the delivery of a programme of cycle infrastructure improvements. This should include periodic reviews of the programme of schemes within the LCWIP.
- 16) That Warwickshire County Council leads by example by supporting cycling as part of its Green Travel Plan and health and wellbeing agenda.
- 17) That a methodology is established for carrying out annual cycle counts to monitor levels of cycling and review the effectiveness of Council cycling interventions. That a further indicator of success is established based on length of route made safe for cycling.

## **1.0 Background**

- 1.1 On 12 September 2017 the Communities Overview and Scrutiny Committee agreed to establish a Task and Finish Group to consider Cycling Infrastructure to address concerns over the lack of connectivity between Warwickshire's cycle paths. Members were particularly concerned about the connectivity of newly built housing estates with the existing network, and how these developments connected to schools, hospitals and areas of employment.
- 1.2 The members of the task and finish group were Councillors Keith Kondakor (Chair), Mike Brain, Jenny Fradgley, John Holland and David Reilly (replaced in July by Councillor Pam Williams),

## **2.0 Focus and key findings of the review**

- 2.1 Whilst the focus of this review is on the provision of infrastructure, there are secondary benefits expected from this work, including an increase in cycle journeys (with the benefits this brings for individuals and wider society) and improved cycle safety.
- 2.2 The Task and Finish Group gathered evidence from a number of sources, as outlined in paragraph 2.3 of their report, and its findings confirmed that cycling has a key role to play in the overall transport network and an increase in cycling would have significant benefits for the economy, health, air quality and quality of life of Warwickshire residents. The Group has concluded, however, that the current level of infrastructure provision for cyclists means that the County is not meeting its potential to increase cycling levels and capitalise on

the benefits that this would bring. The recommendations therefore focus on both improving the provision and integration of cycling routes and promoting and encouraging cycling.

### **3.0 Financial Implications**

- 3.1 During the course of the review, Council debated a motion on cycling provision and agreed the following:

That the Council requests that Cabinet reviews the report of the Cycling Task and Finish Group and considers which of its recommendations can be implemented within existing resources and which need to be considered as part of the 2019-2020 budget refresh of the Medium Term Financial Plan.

The report includes an estimate of costs against each of the recommendations.

- 3.2 The Recommendations Analysis identifies that the majority of the recommendations can be delivered within existing resources; however resources will be required to deliver recommendations 7, 9 and 10 as outlined below, for which funding is either not currently in place or there is a significant funding gap.

- Recommendation 7; Route signage.  
Estimated cost: £100,000k to sign primary existing cycle networks in and around main towns.
- Recommendation 9; Cycle infrastructure fund.  
The estimated cost to deliver approximately 60 cycle routes identified as being required to complete the core local cycle networks is £40 million. The estimated minimum funding required to deliver 20 very high / high priority cycle routes is £7.5 million. This is based on a total estimated delivery cost of £18.6 million, of which £1 million has been secured and there is potential to secure up to a further £11 million from external sources.
- Recommendation 10; Cycle forum fund for minor infrastructure improvements.  
Estimated cost £25,000 per annum.

- 3.3 The Council is not subject to any specific statutory duties to promote cycling, although the Council is subject to more general duties to promote public health, equality and the safe and convenient use of the highway. Measures to promote cycling are therefore primarily discretionary, although there is a duty to keep the highway in good repair which can be of particular significant for cyclists.

## 4.0 Conclusion

The Communities Overview and Scrutiny Committee welcomed the work undertaken by the Task and Finish Group and agreed that the report and recommendations be submitted to Cabinet for consideration and that Cabinet be requested to consider the resourcing of the proposals which require new financial commitment as part of the 2019/20 budget process.

## 5.0 Background papers

None

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The report was circulated to the following members prior to publication for the Communities Overview and Scrutiny Committee meeting on 18 September 2018:

### Members of the Task and Finish Group:

Councillors Keith Kondakor (Chair), Mike Brain, Jenny Fradgley, John Holland and Pam Williams.

### Communities Overview and Scrutiny Committee Chair and Group Spokespersons:

Councillors Alan Cockburn (Chair), Dave Shilton, Neil Dirveiks and Jenny Fradgley.

Cabinet Portfolio Holders: Cllr Jeff Clarke, Portfolio Holder for Transport & Planning  
Cllr Les Caborn, Portfolio Holder for Adult Social Care and Health



## **Communities Overview and Scrutiny Committee**

### **Cycling Network Task and Finish Group Report**

*Working for  
Warwickshire*

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## 1.0 Executive Summary

The Cycling Network Task and Finish Group was set up in September 2017 to review the provision of cycling infrastructure in Warwickshire and to make recommendations to Cabinet on the approach to developing and managing cycling infrastructure to increase cycling levels and support the achievement of the Council's priorities. In addition, the County Council resolved on 20 March 2018, that Cabinet would review the report of the Task and Finish Group and consider which of the recommendations can be implemented within existing resources and which need to be considered as part of the 2019-20 budget refresh of the Medium Term Financial Plan.

The Task and Finish Group has gathered and reviewed a range of evidence to support their work and has reached the following key conclusions:

- That cycling has a key role to play in the overall transport network.
- An increase in cycling levels would have significant benefits for the economy, health, air quality and quality of life in Warwickshire residents.
- That the current level of infrastructure provision for cyclists means that the County is not meeting its potential to increase cycling levels and capitalise on the benefits this would bring.
- An exercise to identify, cost and prioritise the cycle routes required to complete the core local cycle networks has identified approximately 60 routes at an estimated cost of £40 million.
- A prioritisation process has categorised each route according to its effectiveness, how it meets policy objectives, deliverability and economic criteria. This has identified 20 very high / high priority schemes, which would deliver the greatest outputs in terms of increasing cycling levels in the shorter term. The total cost of these schemes is estimated at £18.6m, of which £1.1m has been secured. The minimum funding shortfall to deliver these very high / high priority schemes is around £7.6m, however this is reliant on securing an additional £9.9m of external funding.
- A review of funding sources identified that there are limited opportunities to secure the funding required to implement improvements to cycling infrastructure and that this is hampering the delivery of the cycle network plans.

In response to its findings the Task and Finish Group has made a series of recommendations that focus on improving the provision and integration of cycling routes and promoting and encouraging cycling.

## 2.0 Introduction

### 2.1 Purpose of Review

On 12 September 2017, the Communities Overview and Scrutiny Committee resolved to set up a Cycling Network Task and Finish Group to address concerns over the lack of connectivity between Warwickshire's cycle paths. Members of the Committee were particularly concerned about the connectivity of newly built housing estates with the existing network, and how these developments connected to schools, hospitals and areas of employment.

Whilst the focus of this review is on the provision of infrastructure, there are other secondary benefits expected from this work including an increase in cycle journeys and improved cycle safety.

Incorporating cycling into everyday life can have many benefits for individuals and wider society. These include economic benefits, improvements to health and wellbeing, improved air quality and reduced congestion. There is considerable potential to increase levels of cycling in Warwickshire. 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 cycling or walking. There is however an over dependency on the private car for travel and a reluctance to cycle which means these benefits are not being realised.

In Warwickshire, the lack of integrated cycle routes and gaps in the network means that it is sometimes impractical, and in some situations unsafe, to cycle. It is recognised that a significant amount of work has already been undertaken in recent years to provide residents with an integrated network of cycle routes. However, councillors have reported that the network's connectivity is insufficient in some areas. By making the network more accessible, comprehensive and connected, cycling can become a more attractive option to residents.

In April 2017, the Government published a Cycling and Walking Investment Strategy, which set out ambitions to increase the number of people cycling and walking. As part of this, the Government is asking local authorities to develop Local Cycling and Walking Infrastructure Plans (LCWIP), which will identify the infrastructure improvements required and enable a long-term approach to developing cycling networks. Accordingly, a member led review is timely. The work of this group also supports the Council's priority to ensure that Warwickshire's communities and individuals are supported to be safe, healthy and independent and that Warwickshire's economy is vibrant and supported by the right infrastructure.

The County Council on 20 March 2018 considered a motion requesting the development of a strategic costed three year cycling plan and agreed that Cabinet reviews the report of this Task and Finish Group and considers which of its recommendations can be implemented within existing resources and which need to be considered as part of the 2019-20 budget refresh of the Medium term Financial Plan.

## 2.2 Members and Contributors

The members of the task and finish group were:

- Councillor Keith Kondakor (Chair)
- Councillor Jenny Fradgley
- Councillor David Reilly who was replaced by Councillor Pam Williams
- Councillor Mike Brain
- Councillor John Holland

The Group has been supported by the following officers from Warwickshire County Council:

- Stefan Robinson - Senior Democratic Services Officer
- Shirley Round – Interim Democratic Services Officer
- Stephen Rumble – Transport Planning Team Leader
- Lisa Jones – Principle Transport Planner
- Daniel Morris – Senior Transport Planner

## 2.3 Evidence

The Group held a number of information gathering sessions and engaged with a range of expert officers from Warwickshire County Council. The following publications were used as sources of evidence:

- The Value of Cycling 2016 – Department for Transport
- Cycling and Walking Investment Strategy - Department for Transport (DfT)
- Cycling and Walking Infrastructure Plans – DfT Technical Guidance
- District / Borough infrastructure plans
- Warwickshire Local Transport Plan Cycling Strategy
- Healthy Travel Choices in Warwickshire.

The Group also gathered information by speaking to:

- Joanne Archer, Principal Development Management Engineer at the County Council about the process and opportunities for securing cycling infrastructure through the planning system.
- Tony Buttery, Programme Development Officer, Coventry and Warwickshire Local Enterprise Partnership (CWLEP) about CWLEP funding opportunities.

## 2.4 Dates and Timescales

17 November 2017	-	Scoping Meeting
17 January 2018	-	Evidence Gathering (Funding)
6 March 2018	-	Evidence Gathering (Planning)
17 May 2018	-	Evidence Gathering (CWLEP)
5 July 2018	-	Evidence Gathering (Routes)

30 July 2018	-	Final recommendations
18 Sept 2018	-	Report to Communities OSC
11 October 2018	-	Report to Cabinet

## 3.0 Overview

### 3.1 Policy context

There is increasing recognition of the importance of increasing cycling to deliver a range of policy objectives:

- Supporting economic growth: through reducing congestion, creating healthier workforces, improved access to employment and education, direct job creation, leisure and tourism;
- Improving health: helping to prevent and manage a range of chronic health conditions, tackling obesity, improving wellbeing;
- Reducing CO2 emissions / air pollution and improving air quality;
- Improving accessibility: by providing a low cost and inclusive transport option;
- Improving retail vitality and quality of life through improved access and public realm.

The following publications set out the key local and national policy context for cycling.

#### **Warwickshire Local Transport Plan 2011-2026**

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 Cycling Strategy that sets out how the county council, with its partners, intends to address the actual and perceived barriers to cycling and seek to increase levels of cycling in the county. The overall aim of the strategy is 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.

#### **Healthy Travel Choices Warwickshire**

The importance of providing safe and attractive cycling infrastructure to encourage healthy lifestyles and improve public health is recognised in Warwickshire Public Health's [Healthy Travel Choices Warwickshire \(2016\)](#).

#### **Government's Cycling and Walking Investment Strategy**

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 plan included guidance for local authorities on the preparation of Local Cycling and Walking Infrastructure Plans (LCWIP). LCWIPs set out a long-term approach to developing comprehensive local cycling and walking networks, assisting in making the case for future funding for walking and cycling infrastructure.

## National Planning Policy Framework

National planning policy is set out in the [National Planning Policy Framework](#) (NPPF) which promotes planning policies and decisions which aim to achieve healthy, inclusive and safe places and which achieve sustainable development. This includes by focusing significant development ‘on locations which are or can be made sustainable’ and 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).*

### 3.2 Current cycling levels

Cycling declined in the UK as a form of transport from a peak in the 1950s and 1960s and even though there has been a resurgence in cycling in some areas in recent years, the overall proportion of trips made by bicycle remains low at just 2.1% (National Travel Survey: All trips by mode, England 2012-16). This is comparatively poor in comparison to some other European countries, for example cycling has a nationwide mode share of 27% of all trips in the Netherlands ([Cycling in the Netherlands 2009](#): Ministry of Transport, Public Works and Water Management).

[The Active People Survey](#) 2016 revealed that about 4m people in England cycle at least once a week, representing about 9% of the population over the age of 16. [The National Travel Survey](#) also showed that only 42% of people own a bicycle, suggesting that despite owning a cycle many people do not use it regularly. [Government figures](#) show growth in cycling nationally, with pedal cyclists travelling 36% farther in 2016 compared to twenty years ago and pedal cycle traffic increasing by 23% between 2006 and 2016. Census data shows that the number of people cycling to work nationally increased by 90,000 between 2001 and 2011 with significant increases recorded in London and other cities including Brighton, Bristol, Manchester, Newcastle and Sheffield. These increases often coincide with areas that have experienced significant investment in cycling such as through the Cycling Demonstration Towns and Cycling Cities schemes. However in the majority of local authorities the numbers of people cycling to work declined between 2001 and 2011 and as a proportion of working residents, the share of cycling to work was unchanged at 2.8%.

Although overall local cycling levels are difficult to measure, cycling levels in Warwickshire appear to broadly reflect the national picture and anecdotal evidence suggests a recent rise in cycling. Census data shows that in Warwickshire the proportion of people cycling to work has declined over recent decades, however the most recent available census data is from 2011 and this may no longer reflect current cycling trends. The proportion of people cycling to work fell from 5.6% in 1981 to 3.8% in 1991, 3% in 2001 and 2% in 2011. The proportion of journeys to work by cycle varies across the county as shown in the table below.

Authority	Number of residents 16-74 cycling to work		Proportion of residents 16-74 cycling to work	
	2001	2011	2001	2011
Nuneaton & Bedworth	1,559	1,268	2.8	2.1
North Warwickshire	383	353	1.3	1.1
Rugby	1,724	1,505	4.0	3.0
Stratford	1,443	1,260	2.6	2.1
Warwick	2,204	2,171	3.5	3.1
<b>Total</b>	<b>7,313</b>	<b>6,557</b>		

Data from Sport England's Active Lives Survey shows that cycling levels in Warwickshire are slightly lower than the national average with 5% of Warwickshire residents cycling once a week for travel in 2016 compared to 6.3% nationally. In Cambridge, the best performing local authority, 52.6% of people cycled for travel at least once a week.

Anecdotal evidence suggesting growth in cycling locally includes:

- Increasing numbers of leisure cyclists in the countryside
- Growth of cycling clubs and an increase in the number of organised leisure rides.
- Cycle parking provision has been expanded at some stations and is being well used.
- Some businesses are reporting growth in the number of employees cycling to work.

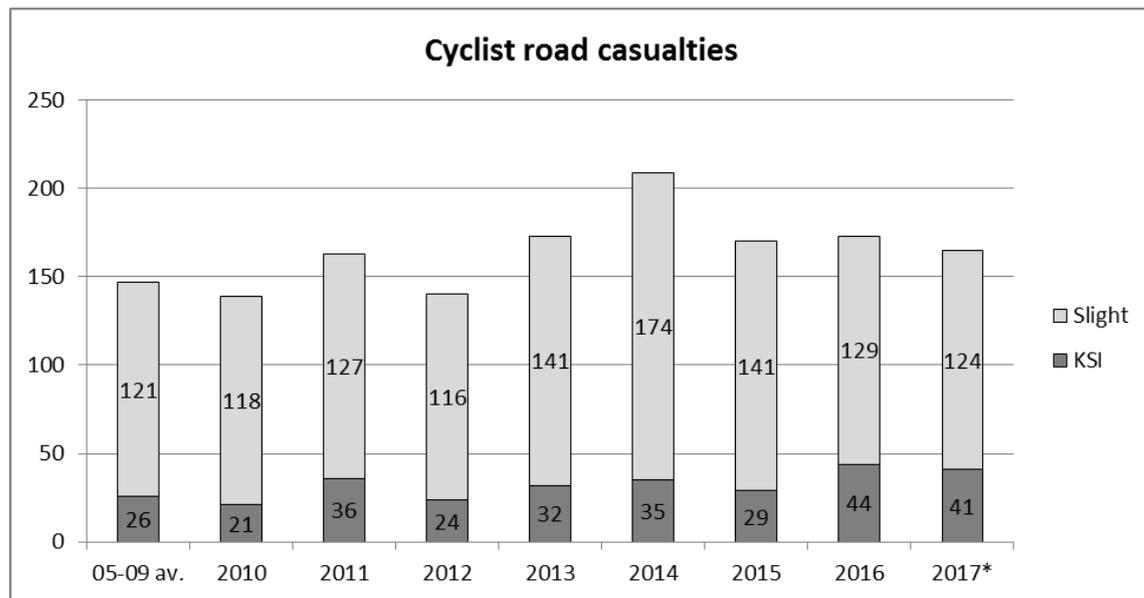
There is significant potential to increase cycling levels locally. Cycling is an ideal mode of transport for short local trips, particularly within urban areas. It is low-cost, accessible, healthy, environmentally friendly and efficient. About half of all the journeys we make are less than two miles, which is a distance that can easily be cycled, and nearly three quarters of journeys are less than five miles. By encouraging more people to walk and cycle we can help support an active society and deliver a wide range of health benefits. There are also benefits for our communities, including safer and more pleasant streets, better air quality, lower carbon emissions and reduced congestion. In addition there is potential to improve the local economy across Warwickshire and save money for the economy by improving health and reducing associated health costs.

There are a range of reasons why most people do not choose to cycle for local journeys and instead use a car, the most prominent of which is safety and perception of danger. Other reasons include:

- Insufficient / poor quality cycle infrastructure.
- Condition and design of roads.
- Lack of facilities such as secure cycle parking at destinations, changing facilities.
- Weather / terrain.

### 3.3 Cycling safety in Warwickshire

In Warwickshire, the number of recorded cyclists killed and seriously injured on the road has increased steadily, but this may reflect increases in the number of people taking up cycling. The graph below shows the KSI data in Warwickshire since 2005 (the 2017 figure is to be confirmed). The highest number of cyclist casualties in recent years was 209 in 2014. This compares similarly to the number of pedestrian and motorcycle casualties recorded each year, but pedal cyclist are less likely to be killed or seriously injured.



Countries that have invested in cycling have low injury risks, despite few cyclists wearing safety equipment. In The Netherlands, adults under 30 experience a lower risk of dying, per kilometre when they cycle than when they drive.

Members of the Task and Finish Group were aware that other European countries such as France and Norway had more robust laws for protecting cyclists than in the UK. In [The Netherlands](#) liability for crashes or accidents automatically lies with the more powerful road user, which meant that cars are more cautious around cyclists. Members suggested that local MPs could be lobbied to make the case for a similar law in the UK.

### 3.4 The existing cycle network in Warwickshire

Over the previous and current Local Transport Plan periods, the main focus in terms of cycling has been on developing the cycle networks in the main urban areas, where there is greatest potential to increase levels of cycling to work, town centres, education, rail stations and other key destinations. A large proportion of journeys to work and other everyday destinations in our urban areas are under 10kms and therefore potentially suitable for cycling.

Over the past 15 years, a number of cycle routes have been delivered, particularly in the main urban areas of Leamington, Warwick, Rugby, Nuneaton

and Stratford. These have been developed by the County Council, District / Borough Councils and as part of new developments.

The cycle route networks are made up of a combination of infrastructure, ranging from segregated cycle tracks on main roads to shared footpaths / cycle paths over open spaces which provide direct and attractive alternatives to using the main road network and often help to overcome the barriers to cycling created by physical features such as rivers, railway lines and major roads. There are a number of attractive traffic-free routes through green spaces and river / canal corridors, which often provide more direct routes for cyclists than using the road network.

The approximate total length of dedicated cycling infrastructure (off-carriageway or on-carriageway) in each of the main towns is shown below:

- Leamington and Warwick (combined): 36km
- Nuneaton: 18km
- Rugby: 33km
- Stratford-upon-Avon: 10km (*not including Stratford Greenway*)

*NB. Cycling infrastructure provided as part of recent residential developments may not be included in the above figures.*

In addition to the above, there are a number of cycle links in smaller towns and routes which predominantly cater for leisure cycling, such as Greenways or at Country Parks. The above figures also do not include canal towpaths, which are all open to cycling and can provide valuable traffic-free routes in and around urban areas. Some canal towpaths are however not currently in a suitable condition for cycling.

There are still a number of key missing links and new routes required to create comprehensive cycle networks and make cycling a viable choice for everyday journeys, particularly journeys to work, for existing and future residents. There is considerable variation in the extent and quality of the cycle network within the urban areas, with some residential areas relatively well served by cycle routes and others less so.

As there is no annual funding allocation for cycling, cycle network development is reliant on securing funding from a relatively small number of external funding sources. This has meant that since 2010/11, there has been relatively little construction of new dedicated cycle schemes (although new cycling infrastructure has been delivered as part of wider highway schemes). Prior to 2010/11, a capital programme for cycling schemes was funded by the Integrated Transport Block Allocation, topped up with S106 and other external funding, which enabled the delivery of an annual programme of new cycle routes (see 4.3 for further information).

Funding availability has meant that cycle networks have been developed on a piecemeal basis over a number of years, and there is a need to develop a comprehensive cycle network, supported by facilities for cyclists such as secure

and conveniently located cycle parking and route signage to raise awareness of the opportunities to cycle for local journeys and the convenience it can offer.

Whilst funding is a key issue influencing cycling infrastructure development, another significant challenge is associated with the difficulty of retro-fitting cycling infrastructure onto the existing road networks, where there are often constraints on available road space and competing demands from other transport modes.

Furthermore, guidance and best practice on providing for cyclists has evolved significantly over the past 10 years and there may be a need to review routes which were delivered 10-20 years ago to ensure they are fit for purpose. Studies show people feel safer on routes separating them from busy motor traffic, for example, involving separate infrastructure or quiet streets. There has been a move in recent years around the UK to develop cycle superhighways, which offer high quality, direct cycling facilities which are segregated from both vehicles and pedestrians. Countries that have invested in cycling infrastructure have lower cyclist casualty rates. If cycling in the UK were as safe as in The Netherlands, we would see around 80 fewer cycling deaths on the road each year at current cycling levels.

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 minor infrastructure improvements to make cycling easier and more convenient, such as permitting contra-flow cycling in one way streets to increase permeability for cyclists in town centres or introducing 20mph limits in town centres and residential areas.

Maintenance is an important issue for cyclists as they can be particularly affected by problems such as poor surface condition, bad drainage, surface debris and overhanging vegetation. Members reported that it can be difficult to secure the maintenance of cycling infrastructure and that this can put people off cycling.

Currently the County Council inspects all highway carriageways and footways / shared use paths that form part of the carriageway within an overall inspection regime. Reported defects on the carriageway and on cycle routes are also inspected. Appropriate maintenance is carried out on any defects, funded from the highway maintenance budget. Following publication of the Well-managed Highway Infrastructure Code of Practice by the UK Roads Liaison Group, the Council is reviewing its approach to highway / cycleway inspections, including the frequency and extent of the inspection regime.

### **3.5 The need for improvements to cycling infrastructure**

National surveys have found that one of the most significant perceived barriers to cycling in the UK is the perception of risk. Many people are deterred from cycling for everyday journeys due to fears about safety of mixing with traffic. This is a particular deterrent to cycling for novice cyclists, families and children. Cycling is associated with a higher rate of serious injury than motorised transport, with the exception of motorbikes.

It is widely acknowledged that safe, accessible, connected and convenient cycle routes are needed to address safety fears and encourage more people to consider cycling for local journeys. Better quality infrastructure can both reduce risks and encourage more cycling. This is particularly important in and around urban areas where the majority of short trips occur and where the greatest modal shift can be delivered. Nearly two thirds of Warwickshire residents live in urban areas, meaning the interventions to improve cycling conditions in urban areas would have significant potential to increase levels of cycling and maximise economic impact in relation to improved business efficiency.

Physical barriers, both natural and man-made, can strongly influence whether people choose to cycle for journeys. For example, rivers and railway lines can create barriers for cyclists as roads which cross them often carry high traffic volumes and have limited opportunities for dedicated cycling provision. Therefore, schemes to overcome these barriers, such as new cycle / pedestrian bridges or traffic-free alternative links, can have a major impact in terms of encouraging more people to cycle.

National data has shown that the vast majority of the public agree that everyone should be encouraged to cycle to assist their health (87%), help the environment (79%) and ease congestion (73%). Around 37% of people state that they could easily walk or cycle on journeys they currently make by car. There is also public support for taking measures to improve conditions for cyclists with just over two-thirds (68%) of respondents agreeing that 'cyclists should be given more priority', while only 11% felt that 'cycle lanes on roads simply reduce space' (SQW Consulting, 2008).

There is increasing evidence of the benefits of investing in cycling infrastructure.

- Public Health England calculates that getting one more person to cycle to school could pay back between £500 and £650 in terms of NHS savings, productivity improvements and reductions in congestion and air pollution (PHE, 2015).
- Recent evidence suggests that physical inactivity is as dangerous to health as smoking, and is costing the UK economy up to £20 billion a year. If trends continue the costs to both the health of the nation and the economy will continue to increase (ukactive) (EAED) (PHE 2016).
- Tackling physical inactivity is now recognised as a major Public Health priority, and the evidence shows clear health benefits associated with meeting the UK physical activity guidelines of 150 minutes of moderate physical activity per week; these include 30-40% reduction in risk of cancers including colon and breast, 20% reduced risk of heart disease, 33-50% reduced risk of diabetes, as well as improved well-being and mood (Dept. of Health, 2011).
- Regular cyclists have fitness levels equivalent to being up to 10 years younger (Tuxworth et al., 1986) and the health benefits of meeting the UK physical activity guidelines include the potential to extend life by 4.2 years in males and 3.7 years in females (Wen et al., 2011)
- Over two thirds of adults in Warwickshire are overweight or obese (65.6%) which is similar to the England average (64.6%). The percentage

of adults who are physically inactive in Warwickshire is 28.2% compared to the national average of 27.2%.

- The National Cycle Network (NCN) is estimated to save the UK economy over £160million per year in health costs associated with overweight and obesity (Sustrans, 2015).
- Cycling schemes can achieve more for less, with benefit-to-cost ratios in the in the range of 5:1 to 19:1 – some as high as 35.5:1

Investing in cycling can have a range of economic benefits. New routes can provide people with new employment opportunities and open up new labour pools to employers. Studies have also shown that investing in cycle facilities can boost local economic activity such as retail spend by creating the types of spaces in which people want to shop. Work has also shown that each UK cyclist spends £230 on cycling related purchases and services which also benefits the local economy.

The potential economic value of cycling is illustrated by the impact of the OVO Energy Women's Tour on Warwickshire. It is estimated that the 2018 Warwickshire stage boosted the local economy by £2 million via visitor spending.

### **3.6 Current activities to support cycling infrastructure development**

Whilst there has been no dedicated funding for cycling infrastructure in Warwickshire since 2010, efforts have focussed on securing funding from other sources (see below) and producing Cycle Network Development Plans for each of the main urban areas to assist with this work. The plans identify the key future cycle routes to serve existing and future residential areas, and have been particularly useful for ensuring that cycling infrastructure is considered in the planning process and making the case for developer funding.

Other work to further the development of new cycling infrastructure includes:

- Developing the business cases for priority cycling schemes and gathering evidence of the economic benefits of cycling to support funding bids and make the case for investing in cycling;
- Carrying out feasibility studies and initial design work on priority schemes with the aim of developing 'shovel ready' schemes for funding bids. This work is not normally initiated until such a time that there is a realistic opportunity of securing capital funding to implement a scheme. Feasibility work is normally funded from Council revenue budgets;
- Seeking funding opportunities and submitting bids to funding streams such as Growth Deal and the European Structural and Investment Fund for a number of priority cycling schemes , including:
  - Kenilworth to Leamington Spa
  - Nuneaton – Bedworth – Coventry
  - Nuneaton – Hinckley
  - Rugby Gateway – Town Centre / Rail Station (part-funded)
  - Jaguar Land Rover / Lighthorne Heath – Leamington Spa;
- Developing comprehensive and evidence based S106 requests for major development and advising on requirements for internal cycling infrastructure

to ensure opportunities for encouraging cycling are maximised and cycling is a viable choice at new developments;

- Carrying out cycle audits on new highway schemes and where possible securing new cycling infrastructure as part of wider schemes to contribute towards ongoing cycle network development e.g. A46 / Stanks roundabout, Warwick town centre improvements and A444 Coton Arches, Nuneaton;
- Delivering small-scale cycling schemes and working with others to deliver new cycling infrastructure e.g.
  - Myton Road cycle route extension, Warwick
  - North West Warwick route completion via Warwick racecourse;
- Working with the District / Borough Councils to develop Sustainable Transport Strategies and input into the Infrastructure Delivery Plans which form part of the Local Plans;
- Producing town cycle maps / guides and developing route signage plans to help raise awareness of and confidence in local cycle networks and the benefits of cycling.

Following publication of the Government's Cycling and Walking Investment Strategy, a key future piece of work will be producing a Local Cycling and Walking Infrastructure Plan (LCWIP) for Warwickshire, which will involve reviewing, validating and refreshing the evidence base for the current cycle network plans using the methodology and tools in the LCWIP guidance. This will help to develop a more strategic, robust and evidence based approach to identifying infrastructure improvements, helping to make the case for investment in new infrastructure to cater for existing demand and to support the proposed housing and employment growth.

The LCWIP guidance provides comprehensive advice on developing a LCWIP, including governance arrangements, engagement, route selection, prioritisation and integration with wider plans. The key outputs of an LCWIP are:

- Network plan for walking and cycling which identifies preferred routes and core zones for further development.
- Prioritised programme of infrastructure improvements.
- Report which sets out the analysis carried out and provides a narrative which supports the identified improvements and network.

### **3.7 Complementary activities to encourage cycling**

#### **Cycle training**

The Council offers cycle training to children and adults. This includes national standard Bikeability training in schools and at holiday courses. One to one training, group cycling, adult cycling and Love2Bike theory and/or practical sessions for companies. Cycle training gives participants the skills and confidence to cycle safely on Warwickshire's roads. Provision is often dependent on varying interest from schools and is not universally accessible to all.

## **Bikeshare**

The Council is working to introduce Bikeshare to Warwickshire during 2018/19. Bikeshare enables people to hire a bike for use on short journeys using smart phone technology. Bikeshare schemes are becoming increasingly common in the UK with over 600,000 users and nearly 50,000 trips per day being made in the UK using Bikeshare. This is particularly useful for people without their own bicycle, or for journeys where it is not convenient or suitable to use a personal cycle. Bikeshare can also be a useful gateway to people restarting to cycle and purchase their own bicycle.

## **Cycle parking and storage**

Cyclists require safe and convenient locations to secure their cycles when they reach their destinations and the County Council aims to ensure appropriate levels of quality cycle parking is provided in key public places and works with others to improve parking at workplaces, schools, public transport interchanges and other key trip generators.

## **Travel Plans**

Travel plans outline a package of practical measures to encourage and enable people to choose alternatives to single-occupancy car use, and promote greener, cleaner travel choices. They may cover car sharing, restricting and or charging for car parking, negotiating improved bus services and offering cycle facilities. The Council encourages businesses to produce and implement travel plans and travel plans are required for all non-residential developments above a specified size or which extends existing floor space above the specified size.

## **Choose How You Move**

The Choose How You Move campaign is run jointly by Warwickshire County and Coventry City Councils. The campaign encourages people to think about the way we travel and to make small changes in their travel habits in order to incorporate active travel into their journeys and reduce the impact of our travel on air pollution and congestion. The campaign includes providing practical guidance on travel via an active travel website  
<https://warwickshire.gov.uk/activetravel>

## **Cycle maps**

The Council produces and distributes cycle guides for all of the major urban areas in Warwickshire to increase awareness of the opportunities for cycling. The guides include maps which show the dedicated cycle routes as well as a network of advisory routes which provide useful links avoiding busy roads and difficult junctions as far as possible, along with a range of other useful information about cycling in the area. The maps form part of new resident Welcome Packs which are provided to people who move into newly built houses on new developments.

## **Cycle forums**

The County Council liaises and consults with local cyclists through cycle forums established in Warwick, Stratford, Nuneaton and Rugby. These enable local cyclists and representatives from cycle campaign groups to input their views into cycling strategy, policies and schemes and to discuss local cycling concerns. The cycle forums are a key source of local information and have contributed to the creation of cycle network plans for each of the main towns. North Warwickshire does not currently have a cycle forum.

## **Cycling Tour of Britain**

The Council has worked with organisers of the OVO Energy Women's Tour and OVO Energy Tour of Britain to bring the races to Warwickshire. The Women's Tour held a stage in Warwickshire for the third consecutive year in 2018 and the in September 2018 the men's tour will come to Warwickshire for the first time. The races provide an opportunity to showcase Warwickshire and promote cycling.

## 4.0 Findings

### 4.1 Overview of findings

The findings of the group confirmed that cycling has a key role to play in the overall transport network and that encouraging more cycling would have significant benefits for the economy, health, air quality and quality of life of Warwickshire residents. However, the current level of infrastructure provision for cyclists means that the County is not meeting its potential to increase cycling levels and to capitalise on the benefits that this would bring.

### 4.2 Warwickshire's cycle network

Whilst in some areas the cycle networks are relatively well-developed, in general there is a clear need for new and improved cycling infrastructure to fill missing links in the existing cycle networks, update older routes to reflect recent cycling infrastructure design guidance and ensure cycling is a viable choice for everyday journeys to work, school and other key destinations.

The routes required to complete the networks have been identified on the cycle network development plans which have been developed for each of the main urban areas over the past few years in consultation with Sustrans and local cycle forums. In line with the recommendations in the Government's Cycling and Walking Investment Strategy, Warwickshire will produce a Local Cycling and Walking Infrastructure Plan within the next 1-2 years. The current network plans will be reviewed and updated using the recommended methodology and tools within the Government technical guidance for local authorities, in order to produce a prioritised costed programme of cycling and walking schemes.

In order to understand the level of investment required to deliver the key routes in the cycle networks in advance of the development of the LCWIP, officers were asked to develop a prioritised and costed list of cycle schemes by Autumn 2018. The short time scale has necessitated a very high level costing and prioritisation exercise to produce an interim list of schemes in advance of the development of the LCWIP, which will involve a more in-depth prioritisation process. The interim list is provided in **Appendix A**.

Based on the current cycle network plans, there are around 60 cycle routes around the county required to complete the core local networks and provide the necessary cycle links to make cycling an attractive transport mode. Initial cost estimates have been developed for these schemes, based largely on the costs of delivering previous cycle schemes in the County. Whilst these costs are very approximate, it is anticipated that delivering all 60 schemes is likely to cost in the region of £40m spread over a number of years.

A prioritisation process, based on the criteria set out on the LCWIP technical guidance, has categorised each scheme according to its effectiveness, how it meets policy objectives, deliverability and economic criteria. The methodology of the prioritisation process is set out in **Appendix B**. This has identified 20 very high / high priority schemes, which would deliver the greatest outputs in terms of increasing cycling levels in the shorter term. The total cost of these schemes is estimated at £18.6m, of which £1.1m has been secured with the potential to

secure further funding for a number of these schemes. The minimum funding shortfall to deliver these schemes is around £7.6m, however it should be noted that this is reliant on securing an additional £9.9m of external funding.

### **Cycling infrastructure standards**

The County Council publishes a document containing a series of [standard details](#) for the construction of typical cycling infrastructure, for use by developers when carrying out highway works within Warwickshire and for schemes being developed by the Council. These standard detail drawings are reviewed regularly and are based on national cycling infrastructure design guidance, such as Local Transport Note 2/08 Cycling Infrastructure Design (Department for Transport).

While there are no national standards for cycle infrastructure design, a number of well-respected cycling design guidance documents have been published, including the [London Cycling Design Standards](#) (2015). In 2017, a [West Midlands Cycle Design Guidance](#) document was published, which is an up to date good practice guide based on national guidance and best practice approaches that have arisen through the evolution of cycling design over many years.

The West Midlands guidance will help to inform Warwickshire's approach to cycling infrastructure design and make it easier to reflect emerging good practice design within our own design details, as well as helping to deliver a consistent approach to cycling infrastructure design within the West Midlands area.

### **4.3 Funding Cycling Infrastructure**

The Task and Finish Group started their evidence review by considering what funding was available. Cycling infrastructure does not have a dedicated internal budget allocation at present and therefore the development of new cycling infrastructure is reliant on securing funding from various national and local sources.

Since 2013/14, Government funding specifically for cycling infrastructure has largely been channelled into Cycling Ambition Cities, Bikeability cycle training and Highways England (Roads Investment Strategy Cycling funding). Prior to this the Council was successful in securing Government funding from various cycling funding pots, including Cycle Safety Fund (Long Lawford – Rugby cycle route) and Community Links Fund (North West Warwick cycle route).

The group heard that based on overall spend in the county, 88 pence per Warwickshire resident was spent on cycling infrastructure in 2017/18. A 2016 report by the All Party Parliamentary Cycling Group '[Stuck in first gear – the Government's Cycling Revolution](#)' recommended that increasing the modal share of cycling to 10% of all trips by 2025 from the current 2% is dependent upon a commitment to invest a minimum of £10 per person per year, rising to £20. Andy Street, Mayor of the West Midlands announced a plan in 2017 to spend £10 per head annually on cycling as part of a strategy to build a network of strategic high quality cycle routes across the region. Current expenditure in the West Midlands is estimated at £0.20 annual spend per head.

The group was also told that cycle infrastructure costs an average £370k per km in Warwickshire (based on a small number past projects in and around urban areas). The Department for Transport (Dft) suggests that mixed use cycle routes cost £460k - £880k per km. However, these figures varied substantially, depending on the type of scheme.

In May 2017, the Government published a Cycling and Walking Investment Strategy, setting out its ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey. The plan included guidance for local authorities on the preparation of Local Cycling and Walking Infrastructure Plans (LCWIP). LCWIPs set out a long-term approach to developing comprehensive local cycling and walking networks, assisting in making the case for future funding for walking and cycling infrastructure.

The Cycling and Walking Investment Strategy has not been accompanied by any new funding, making cycle infrastructure investment dependent on existing funding sources. The majority of these funding pots are not cycle specific, meaning that bids for cycle improvements are competing with other highway, health and economic initiatives. The bidding process is highly competitive and despite submitting a number of bids the Council has not secured external grant funding specifically for cycling in recent years.

The Task and Finish group heard from officers that any given scheme would often require partial funding from multiple sources in order for it to progress. Whilst S106 funding (see below) had been secured towards a number of schemes, top-up funding is required to progress most of these schemes to the construction stage and that due to the time restrictions on spending S106 funding, there is a risk that S106 contributions will have to be paid back to developers if gap funding cannot be secured.

The main sources of funding available to local authorities for cycling infrastructure projects are listed below.

#### Highways England Roads designated fund for cycling, safety and integration

As part of the Roads Investment Strategy published in 2014, the Government committed £100m for cycling schemes on the Strategic Road Network (motorways and trunk roads) between 2015/16 and 2020/21. To date, one scheme in Warwickshire has been selected by the Highways England evaluation process to progress to the feasibility stage, and this is a link between Ryton on-Dunsmore and Coventry (Tollbar Island).

#### Local Growth Fund (LGF)

Growth Deals provide Local Growth Funds to Local Enterprise Partnerships for projects which benefit the local area and economy. There have been three allocations of Growth Deal funding since 2014. For each round, WCC submitted a joint bid with Coventry City Council for a north-south corridor cycleway. However, this scheme was not selected by the Coventry and Warwickshire Local Enterprise Partnership (CWLEP) and no cycling schemes have yet been

allocated funding by the CWLEP. However, the DfT say that £600m of LGF has been spent on cycling and walking projects in the UK.

Tony Buttery represented CWLEP at the Task & Finish Group's third evidence gathering meeting to discuss CWLEP's approach to the allocation of grant funding. An explanation of the bid assessment process and criteria was provided and it was highlighted that all calls for funding have been highly competitive and significantly over-subscribed. It was also highlighted that a fourth call for projects opened in May 2018 with a focus on delivering against the culture and tourism pillar of the Strategic Economic Plan and that this may provide a further opportunity to secure funding for cycle schemes. Officers confirmed that two bids containing cycling infrastructure improvements were being worked up and that these would be subject to the normal internal approval process. The bids were:

- The Nuneaton to Bedworth and Bedworth to Coventry cycle route.
- The redevelopment of Leamington Station forecourt including improved cycle access and provision of a cycling hub.

Members suggested that CWLEP had an opportunity to improve cycling infrastructure by ensuring all funding bidders state how their project will impact cycling.

#### Integrated Transport Block Allocation

The DfT provides £258 million a year to all local bodies outside London distributed by formula for small-scale capital works focussed on road safety, tackling congestion, reducing harm to the environment and improving accessibility. Local authorities are able to use this funding for delivering cycling schemes and on average local authorities allocate 11% of this budget towards cycling. In Warwickshire, the Integrated Transport Block Allocation is currently largely allocated towards highways maintenance, with no funding allocated for cycling schemes.

#### DfT Highways Maintenance Block

The DfT allocates funding annually to local highway authorities. From 2018/19, the allocation formula will also take into account the length of footways and cycleways, and 9% of the funding will be dependent on this. This funding is not ring-fenced and local highway authorities spend it according to their priorities. Opportunities to develop new and improved cycling infrastructure through WCC's maintenance programme will be further explored in 2018/19.

#### HS2 Community and Environment Fund (strategic)

A funding pot of £15m (for the central area of Staffordshire, Warwickshire, Buckinghamshire, Northamptonshire, Oxfordshire and Hertfordshire) has been made available to add benefit over and above committed mitigation and statutory compensation to communities along the route that are demonstrably disrupted by the construction of Phase One of HS2. Cycling infrastructure projects are eligible for this strategic funding and bids of up to £1m may be submitted.

### HS2 Road Safety Fund

In November 2017, the Government announced a £30m funding allocation to improve road and cycle safety along the HS2 Phase 1 route. Warwickshire has been allocated £8m of this funding pot for eligible projects. Work is underway to identify priority schemes.

### Department for Transport National Productivity Investment Fund (NPIF)

Warwickshire has secured funding for two new highway schemes, A47 Hinckley Road corridor in Nuneaton and A3400 Birmingham Road corridor in Stratford. Both schemes include extensive new or improved cycling infrastructure. It is anticipated that a further round of NPIF funding may be announced in the future.

### The Community Infrastructure Levy (CIL) and Section 106

See section 4.3 below.

### Local funding sources

#### The Capital Investment Fund

The Capital Investment Fund is a pot of money approved as part of the Budget, to be used for investment in Warwickshire's asset base in order to secure community wellbeing, economic growth, deliver service need or invest in capital schemes which either save money or generate future revenue income streams. At the time of being set up there was £56.207 million in the fund for allocation over the 2017-20 period. The majority of the remaining CIF funding is committed to Council priority schemes.

## **4.4 Securing investment through the planning system**

The Task and Finish Group's second evidence gathering session focused on the issue of securing funding for cycle schemes through the planning system.

National planning policy is set out in the National Planning Policy Framework (NPPF), which states that through their Local Plans and planning decisions, local planning authorities should ensure developments are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

The County Council works with the District and Borough Councils, as the local planning authorities, to ensure that there is good provision for cyclists within development sites and connections to local trip generators. Identifying the new cycle links required to serve major development sites was a key consideration for Transport Planning officers when developing cycle network development plans for each of the main urban areas in the county.

All five of the Borough / District Local Plans include broad commitments and specific policies to create and improve opportunities for walking and cycling through the provision of infrastructure within new developments and connections to the existing and improved wider cycling and walking networks. For example,

the Nuneaton and Bedworth Draft Local Plan specifically identifies that *'contributions will be required to the cycle network linking to the [development] site (in accordance with Warwickshire County Council's Cycle Network Development Plan for the Borough)'*. Members were provided with an overview of the commitments to cycling contained within the Borough / District Local Plans.

### **County Council involvement in the planning process**

The Task and Finish Group heard that funding towards new cycling infrastructure is sought where appropriate from all large development sites as applications are submitted and the infrastructure required to serve major development sites has already been identified on cycle network plans.

The County Council, as Highway Authority, is a statutory consultee in the planning process with regard to the impact of new development on the highway network. The Development Management team provide advice and recommendations on behalf of the Council to the District / Borough Councils on the highway and sustainable transport implications of new development in response to planning applications, and this includes any necessary improvements for cyclists and pedestrians associated with the new development. Advice will also be provided to developers if they enter into formal pre-application with the Council.

Transport Planning officers review all major planning applications as they are submitted to Borough / District Councils and advise Development Management engineers on the specific requirements for cycling infrastructure that developers should provide internally within sites and any wider connections / routes required to serve development sites. Funding for new cycling infrastructure is then sought mainly through Section 106 agreements, although may also be delivered through Section 278 and Section 38 agreements.

Community Infrastructure Levy (CIL) can also be used to fund cycling infrastructure (see below).

### **S106 funding for cycling infrastructure**

S106 agreements are a mechanism to make a development proposal acceptable in planning terms that would otherwise not be acceptable. They are focused on the site specific mitigation of the impact of development. S106 requests have to meet the tests set out in regulation 122 of the Community Infrastructure Levy Regulations 2010. These are:

- a. necessary to make the development acceptable in planning terms
- b. directly related to the development; and
- c. fairly and reasonably related in scale and kind to the development

Requests for cycling infrastructure need to be robust to meet the CIL tests. The Council's cycle network development plans help to provide the supporting evidence needed to justify S106 contributions. Transport Planning officers also seek to carry out initial feasibility studies on key cycle links serving new development sites, in order to provide as much detail as possible for S106 requests.

Requests for new cycling infrastructure to serve development sites is incorporated as appropriate within the Council's statutory Highway Authority response to planning applications. The level of contributions and timescales for payments are then subject to negotiations between the local planning authorities and developers.

Transport Planning officers devote considerable time to making the case for S106 contributions, which is currently the main source of funding for new cycling infrastructure with funding secured towards a number of key schemes in recent years. However, there are difficulties associated with securing and using S106 funding for delivering new cycling infrastructure. Even where requests for contributions are accepted by developers and planning authorities, it is rarely possible to secure full funding for a cycling scheme from a single development or even from a number of developments within a major Local Plan housing allocation. Delivery of most schemes therefore requires additional funding, with funding bids (internal and external) generally the only option available at present.

Furthermore, payment of S106 obligations is often triggered after the occupation of a proportion of the new properties when developers are receiving income from house sales, and may be paid in phases. This can prevent cycling infrastructure being delivered prior to the development being occupied, which is necessary to provide sustainable transport options for new residents from the outset and to establish sustainable travel habits.

### **Community Infrastructure Levy (CIL)**

CIL is a new system for funding infrastructure through planning charges that the the District / Borough Councils can ask developers to pay for most new building projects. The money raised can be used to fund a wide range of infrastructure needed to support new development within a district/borough and does not necessarily have to be in the location where the money is raised.

### **Section 278 (S278) and Section 38 (S38) agreements**

An agreement with the Council under section 278 or section 38 of the Highways Act 1980 allows developers to construct and dedicate new public highways (S38), or carry out alterations or improvements to the adopted highway (S278), and are usually made when the developer needs to arrange such works in order to meet the requirements of a planning permission. Sections of new cycling infrastructure can be provided through this process, for example in the vicinity of new site accesses onto the highway network.

## 5.0 Conclusion

The Task and Finish Group engaged with expert officers from Warwickshire County Council and representatives from the Coventry & Warwickshire Local Enterprise Partnership (CWLEP) and was encouraged by the progress which was being made to increase cycling levels given the financial and operational constraints.

However, after the evidence gathering sessions it became apparent that the original concerns over the lack of connectivity between Warwickshire's existing cycle paths were justified. In addition the group learnt that funding options were limited and this was hampering the delivery of the cycle network plans and priority cycle schemes which have been identified.

The Task and Finish Group agreed that its main focus should be on improving the provision of infrastructure. By making the network more accessible, comprehensive and connected, cycling can become a more attractive option to residents.

The key recommendations focus on actions to bring about the development of the new cycling infrastructure required to enable more Warwickshire residents and visitors to cycle for everyday journeys, together with the supporting measures to encourage this modal shift.

There is much that requires the expertise and help of our partners, in particular districts and boroughs, but the County Council can also lead by developing and promoting best practice and by setting an example to encourage partners and businesses to become best practice organisations.

## 6.0 Recommendations

### Cycling networks and scheme prioritisation

1. That the County Council develops a Local Cycling and Walking Infrastructure Plan (LCWIP) by the start of 2020/21, in accordance with the technical guidance published by the Department for Transport, to set out a long term, prioritised and costed programme of cycling infrastructure improvements for Warwickshire.
2. That an interim list of prioritised and costed cycle schemes is produced by Autumn 2018 and presented for Cabinet approval, in advance of the development of a Local Cycling and Walking Infrastructure Plan.

### Cycling infrastructure

3. That, further to the Warwickshire Local Transport Plan 2011-26 Policy CY4, the West Midlands Cycling Design Guidance is recognised as the overarching guidance for the design of new cycling infrastructure in Warwickshire, complemented by ongoing best practice research into new approaches to delivering high quality, innovative and effective cycling schemes.
4. In accordance with the Warwickshire Local Transport Plan 2011-26 Policy CY5: 'Maintenance', that the County Council takes account of the particular needs of cyclists in maintaining the highway network and ensure that off-carriageway cycle routes are maintained to a good standard.
5. That the County Council works with the District and Borough Councils to secure appropriate cycling infrastructure through the planning system, including that:
  - a. New developments provide an appropriate level of cycling infrastructure within the site.
  - b. That development sites are appropriately connected to the wider cycling network.
  - c. That contributions to the development of the local cycling network are secured in line with planning regulations.
6. That a countywide Bike Share scheme which is accessible to all is developed in Warwickshire to complement and add value to the programme of cycle infrastructure improvements. The scheme should be compatible with emerging technology for travel & payment.
7. That the Council implements route signage schemes for cyclists and pedestrians in all of Warwickshire's urban areas to direct cyclists to primary destinations having engaged with cycle forums and other interested groups on the route signage plans.
8. That the Council works with and supports local businesses to encourage work based cycling including through raising awareness of cycle routes and

the provision of facilities for cyclists such as storage and changing facilities, bike share and purchase schemes.

### **Funding**

9. That the Council create a dedicated capital cycle infrastructure fund for cycling from 2019/20 to enable the planning and delivery of a countywide programme of cycle infrastructure schemes.
10. That each area Cycle Forum is allocated a small annual funding pot to finance a programme of community led minor cycle infrastructure improvements.
11. That the portfolio holders for Health and Transport ensure that all potential opportunities to secure external funding for improving cycling infrastructure are fully exploited.
12. That Warwickshire County Council's representative on the Coventry and Warwickshire Local Enterprise Partnership Board requests that CWLEP incorporate consideration of scheme impact on active travel into the evaluation of all future funding bid business cases.

### **Consultation and partnership working**

13. That, in accordance with Local Transport Plan 2011-26 Policy CY1: 'Consultation and partnership working', countywide cycle forum coverage is achieved by establishing a forum in North Warwickshire and by providing officer support to all of the forums.
14. That the Council encourages a countywide, multi-agency partnership approach to the development and promotion of cycling that highlights the benefits of cycling and raises awareness of cycling facilities. This should include encouraging cycling as part of the place based health agenda and working with the district, borough, town and parish councils to secure cycling infrastructure through the planning process.

### **Implementation and monitoring**

15. That a representative Member working group is established to oversee the development of the LCWIP and the delivery of a programme of cycle infrastructure improvements. This should include periodic reviews of the programme of schemes within the LCWIP.
16. That Warwickshire County Council leads by example by supporting cycling as part of its Green Travel Plan and health and wellbeing agenda.
17. That a methodology is established for carrying out annual cycle counts to monitor levels of cycling and review the effectiveness of Council cycling interventions. That a further indicator of success is established based on length of route made safe for cycling.

## 7.0 Financial and Legal Implications

The enclosed Recommendations Analysis (**Appendix C**) indicates the level of resources required for each recommendation.

County Council on 20 March 2018 resolved that Cabinet reviews the report of this Task and Finish Group and considers which of its recommendations can be implemented within existing resources and which need to be considered as part of the 2019-20 budget refresh of the Medium term Financial Plan.

The Recommendations Analysis identifies that the majority of the recommendations can be delivered within existing resources; however resources will be required to deliver the following recommendations:

- Recommendation 7; Route signage.  
Estimated cost: £100,000k to sign primary existing cycle networks in and around main towns.
- Recommendation 9; Cycle infrastructure fund.  
The estimated cost to deliver approximately 60 cycle routes identified as being required to complete the core local cycle networks is £40 million. The estimated minimum funding required to deliver 20 very high / high priority cycle routes is £7.6 million. This is based on a total estimated delivery cost of £18.6 million, of which £1.1 million has been secured and there is potential to secure up to a further £9.9 million from external sources.
- Recommendation 10; Cycle forum fund for minor infrastructure improvements.  
Estimated cost £25,000 per annum.

It is recommended that Cabinet consider the resourcing of these proposals as part of the 2019/20 budget process.

The Council is not subject to any specific statutory duties to promote cycling, although the Council is subject to more general duties to promote public health, equality and the safe and convenient use of the highway. Measures to promote cycling are therefore primarily discretionary, although there is a duty to keep the highway in good repair which can be of particular significant for cyclists.



INTERIM LIST OF CYCLE SCHEMES - JULY 2018

APPENDIX A

WARWICK DISTRICT											
	Scheme	Type of route	Length (m)	Estimated cost (£)	Effectiveness	Policy	Deliverability	Economic	SCORE	PRIORITY	Comments
1	A452 Kenilworth to Leamington	Inter-urban cycle track adjacent to road, bridge, toucan	2750	2,000,000	5	4	4	4	17	VERY HIGH	
2	A445 Warwick - Leamington	Cycle track adjacent to urban road	2920	3,360,000	5	4	3	4	16	VERY HIGH	
3	B4453 Cubbington - Leamington	Cycle track adjacent / on-carriageway	2500	315,000	4	4	3	3	14	HIGH	
4	A429 Coventry Road, Warwick	Cycle track adjacent to urban road	1154	404,000	5	3	3	3	14	HIGH	
5	JLR / Lighthorne Heath - Leamington	Inter-urban cycle track adjacent to road	4500	1,575,000	3	3	3	4	13	HIGH	
6	B4115 / Rocky Lane, Kenilworth	Inter-urban cycle track adjacent to road	1900	380,000	3	3	3	4	13	HIGH	
7	Europa Way - Leamington town ctr	Cycle track on open space	280	56,000	2	2	4	4	12	MEDIUM	
8	Heathcote Lane completion, Whitnash	Cycle track adjacent to urban road	600	210,000	4	3	3	2	12	MEDIUM	
9	A425 Radford Semele - Leamington	Inter-urban cycle track adjacent to road	1250	438,000	3	3	3	3	12	MEDIUM	
10	Woodloes Avenue South, Warwick	Cycle track adjacent to urban road	604	211,000	3	3	4	2	12	MEDIUM	
11	Warwick - Leamington riverside	Cycle track on open space, 2 x bridges	3189	2,638,000	4	4	2	2	12	MEDIUM	
12	Tachbrook Park Drive, Leamington	Cycle track adjacent to urban road	785	275,000	3	3	3	2	11	MEDIUM	
13	A429 Stratford Road, Warwick	Cycle track adjacent to urban road	1170	410,000	3	3	2	3	11	MEDIUM	
14	Warwick - Kenilworth	Inter-urban cycle track / on-carriageway	1936	678,000	4	3	1	3	11	MEDIUM	
15	Princes Drive, Leamington	On-carriageway cycle route	540	54,000	4	3	2	2	11	MEDIUM	
16	Wedgnock Lane - Warwick Parkway	Cycle track adj to road / on open space / on-carriageway	1740	539,000	3	3	3	2	11	MEDIUM	
17	East Kenilworth - Greenway	Cycle track adjacent to road / on-carriageway , toucan	2280	713,000	3	3	2	3	11	MEDIUM	
18	Banbury Road bridge, Warwick	Cycle track on open space, 1 x bridge	420	2,000,000	4	3	2	1	10	MEDIUM / LOW	
19	St Helen's Rd, Leamington	On-carriageway cycle route	1000	100,000	3	3	2	2	10	MEDIUM / LOW	
20	East Kenilworth - Town Centre	Cycle track adjacent to road / on-carriageway , toucan	1970	502,000	2	3	2	3	10	MEDIUM / LOW	
21	Abbey Fields, Kenilworth	Cycle track on open space, toucan	700	240,000	4	3	1	2	10	MEDIUM / LOW	
22	Europa Way - Tachbrook Park Drive	Cycle track on open space	726	145,000	3	2	2	2	9	MEDIUM / LOW	
23	Warwick Station - Hospital	On-carriageway cycle route	750	75,000	2	3	2	2	9	MEDIUM / LOW	
24	East Kenilworth - Leisure Centre	Cycle track adjacent to road / on-carriageway , toucan	2550	427,500	2	2	2	3	9	MEDIUM / LOW	
25	Dalehouse Lane, Kenilworth	Inter-urban cycle track adjacent to road	2000	700,000	2	2	1	4	9	MEDIUM / LOW	
26	Europa Way - Shires Retail Park	Inter-urban cycle track adjacent to road	505	177,000	2	2	1	2	7	LOW	
				18,622,500							
NUNEATON AND BEDWORTH											
	Scheme	Type of route	Length (m)	Estimated cost (£)	Effectiveness	Policy	Deliverability	Economic	SCORE	PRIORITY	Comments
1	A47 Hinckley - Nuneaton	Cycle track / on-carriageway / bridge	2900	1,500,000	5	4	4	4	17	VERY HIGH	
2	B4113 Bedworth - Bermuda	Inter-urban cycle track adjacent to road, 1 x Toucan	820	387,000	4	5	4	3	16	VERY HIGH	
3	B4113 Bedworth - Coventry	Inter-urban cycle track / on-carriageway, 1 x Toucan	1500	495,000	4	5	3	3	15	VERY HIGH	
4	A444 Weddington Road	Cycle track adjacent to urban road	995	348,000	4	3	3	4	14	HIGH	
5	Eastboro Way, Nuneaton	Cycle track adjacent to urban road	1183	414,000	4	3	3	3	13	HIGH	
6	Bedworth town link	Cycle track adjacent to urban road / on-carriageway	3630	700,000	4	4	3	2	13	HIGH	
7	North Nuneaton links	Cycle track on open space	2100	420,000	3	3	3	3	12	MEDIUM	
8	West Nuneaton - Bermuda	Cycle track adjacent to urban road	3700	1,295,000	4	4	2	2	12	MEDIUM	
9	West Nuneaton - town centre	Cycle track adjacent to urban road	4000	1,400,000	4	4	2	2	12	MEDIUM	
10	West Bedworth - town centre	Cycle track adjacent road / open space / on-carriageway	3050	340,000	3	3	2	3	11	MEDIUM	
11	Bedworth Heath link	Cycle track on open space	800	160,000	3	2	3	3	11	MEDIUM	
12	Bedworth Woodlands - town centre	Cycle track adj to road / open space / on-carriageway	1660	340,000	2	3	3	3	11	MEDIUM	
13	B4029 Bulkington - Bedworth	Inter-urban cycle track adjacent to road	2700	945,000	3	2	2	2	9	MEDIUM / LOW	
				8,744,000							

RUGBY											
	Scheme	Type of route	Length (m)	Estimated cost (£)	Effectiveness	Policy	Deliverability	Economic	SCORE	PRIORITY	Comments
1	A426 Rugby Gateway - town centre	On-carriageway cycle route, 1 x Toucan, 1 x bridge	1100	1,220,000	4	4	3	3	14	HIGH	
2	Houlton - town centre	Cycle track / on-carriageway	3220	780,000	4	4	3	3	14	HIGH	
3	Coton Park East - town centre	Cycle track adjacent to urban road	1780	623,000	3	3	3	3	12	MEDIUM	
4	A428 Crick Road	Cycle track / on-carriageway	2423	739,000	4	2	3	2	11	MEDIUM	
5	A426 (Asda - Evreux Way)	Cycle track adjacent to urban road	450	156,000	3	3	3	2	11	MEDIUM	
6	South west Rugby links	Cycle track adjacent to urban road	2400	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Further work required to establish route
				<b>3,518,000</b>							
STRATFORD											
	Scheme	Type of route	Length (m)	Estimated cost (£)	Effectiveness	Policy	Deliverability	Economic	SCORE	PRIORITY	Comments
1	Long Marston - Stratford	Cycle track on open space	7575	1,515,000	3	3	4	4	14	HIGH	
2	Shottery - town centre	On-carriageway / cycle track open space	1835	347,000	4	3	3	3	13	HIGH	
3	South Stratford - town centre	Cycle track on open space, 1 x bridge	290	1,058,000	5	4	2	2	13	HIGH	
4	Long Itchington - Southam	Inter-urban cycle track adjacent to road	2600	910,000	3	3	3	3	12	MEDIUM	
5	Tiddington Road, Stratford	Cycle track adjacent to urban road	1680	588,000	3	3	3	2	11	MEDIUM	
7	Leisure Centre - Gytratory, Stratford	Cycle track adjacent to urban road	185	64,750	3	2	2	2	9	MEDIUM / LOW	
8	A429 Stratford - Ryon Hill	Inter-urban cycle track adjacent to road	3195	1,118,000	2	2	2	1	7	LOW	
9	Seven Meadows Road, Stratford	Cycle track adjacent to urban road	614	215,000	2	2	1	2	7	LOW	
10	Alcester Rd - Birmingham Rd	Cycle track adjacent to urban road	n/a		n/a	n/a	n/a	n/a	n/a	n/a	Construction along proposed link road
				<b>5,815,750</b>							
NORTH WARWICKSHIRE											
	Scheme	Type of route	Length (m)	Estimated cost (£)	Effectiveness	Policy	Deliverability	Economic	SCORE	PRIORITY	Comments
1	Coleshill - Birmingham / UK Central	Cycle track on open space, 1 x bridge	1525	1,305,000	4	4	3	3	14	HIGH	Alternative route option to be considered
2	Water Orton - Hams Hall	Inter-urban cycle track adjacent to road	396	139,000	3	3	3	4	13	HIGH	
3	Water Orton - Birmingham	Inter-urban cycle track adjacent to road	1133	397,000	3	3	4	4	13	HIGH	
4	Dordon / Tamworth - Birch Coppice	Cycle track on open space / cycle track adj to road	2100	503,000	3	3	2	3	11	MEDIUM	
5	Coleshill - Hams Hall / Parkway	Cycle track adjacent to urban road	1800	555,000	3	3	2	2	10	MEDIUM / LOW	
6	Atherstone links	To be confirmed	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Further work required to establish route
	A5 Atherstone to A444	Cycle track adjacent to road / on-carriageway , toucan	3100	1,085,000							
				<b>3,984,000</b>							

A452 Kenilworth to Leamington	17	<b>VERY HIGH</b>	£2,000,000	None	CIL, HS2 Road Safety	£1,000,000	High	<b>£1,000,000</b>	Detailed design underway, business case produced.	Leamington to Bericote Rd section, with remainder of route being delivered by other highway scheme
A47 Hinckley - Nuneaton	17	<b>VERY HIGH</b>	£1,500,000	£111,000 (S106)	S106	£200,000	Medium	<b>£1,189,000</b>	Outline design underway, business case produced.	delivering alternative provision on one section of route
A445 Warwick - Leamington	16	<b>VERY HIGH</b>	£3,360,000	None	CIL	£2,360,000	High	<b>£1,000,000</b>	Initial design options identified.	CIL contribution agreed. Scheme likely to come forward in 4 - 5 years.
B4113 Bedworth - Bermuda	16	<b>VERY HIGH</b>	£387,000	None	S106, LGF	£387,000	Medium	<b>£0</b>	Outline design complete, business case produced.	LGF bid to be submitted August 2018. CIF bid to be submitted September 2018.
B4113 Bedworth - Coventry	15	<b>VERY HIGH</b>	£495,000	None	S106, LGF	£495,000	Medium	<b>£0</b>	identified, business case produced.	LGF bid to be submitted August 2018. CIF bid to be submitted September 2018.
B4453 Cubbington - Leamington	14	<b>HIGH</b>	£315,000	None	S106, HS2 Road Safety	£315,000	Medium	<b>£0</b>	No work yet carried out.	Potential for scheme to be fully funded by external funding / S106.
A429 Coventry Road, Warwick	14	<b>HIGH</b>	£404,000	None	S106	£150,000	High	<b>£254,000</b>	Feasibility study autumn 2018.	Casualty Reduction Funding available towards scheme.
A444 Weddington Road	14	<b>HIGH</b>	£348,000	£200,000	S106	£148,000	n/a	<b>£0</b>	Initial design options identified.	Scheme likely to be fully funded by S106 contributions.
A426 Rugby Gateway - town centre	14	<b>HIGH</b>	£1,220,000	£250,000 (S106)	S106	n/a	Low	<b>£970,000</b>	Detailed design underway.	Overall scheme being progressed in phases as money becomes available.
Houlton - town centre	14	<b>HIGH</b>	£780,000	£200,000 (S106)	S106	n/a	Low	<b>£580,000</b>	Initial design options identified.	
Long Marston - Stratford	14	<b>HIGH</b>	£1,515,000	£244,000 (S106)	S106	£1,271,000	Medium	<b>£0</b>	No work yet carried out.	Potential for scheme to be fully funded by S106 contributions.
Coleshill - Birmingham / UK Central	14	<b>HIGH</b>	£1,305,000	None	HS2 CEF / RS	£1,000,000	Medium	<b>£305,000</b>	Initial design options identified.	Two route options to be investigated. Costs likely to be within similar range.
JLR / Lighthorne Heath - Leamington	13	<b>HIGH</b>	£1,575,000	£60,000 (S106)	S106	£1,000,000	High	<b>£515,000</b>	Draft feasibility study / outline design.	£60 S106 funding received towards route study / outline design, which will be completed in 2019.
B4115 / Rocky Lane, Kenilworth	13	<b>HIGH</b>	£380,000	None	Highways England, HS2 Road Safety	£380,000	High	<b>£0</b>	investigations commenced.	England designated funds for cycling. Discussions with HE underway.
Eastboro Way, Nuneaton	13	<b>HIGH</b>	£414,000	None	S106	£120,000	High	<b>£294,000</b>	No work yet carried out.	S106 funding requested and negotiations ongoing.
Bedworth town link	13	<b>HIGH</b>	£700,000	None	S106, NBBC	£200,000	High	<b>£500,000</b>	Initial route option identified.	Scheme provides connection between sections on B4113 in 4 and 5 above.
South Stratford - Town Centre	13	<b>HIGH</b>	£1,058,000	None	CIL	n/k	Medium	<b>£1,058,000</b>	Initial route option identified.	
Shottery - town centre	13	<b>HIGH</b>	£347,000	None	S106	£347,000	High	<b>£0</b>	Initial route option identified.	
Water Orton - Hams Hall	13	<b>HIGH</b>	£139,000	None	HS2 Road Safety	£139,000	High	<b>£0</b>	Feasibility study 2018/19.	Road Safety Fund. Feasibility study to commence 2019.
Water Orton - Birmingham	13	<b>HIGH</b>	£397,000	None	HS2 Road Safety	£397,000	High	<b>£0</b>	Feasibility study 2018/19.	Road Safety Fund. Feasibility study to commence 2019.
			<b>£18,639,000</b>	<b>£1,065,000</b>		<b>£9,909,000</b>	<b>TOTAL</b>	<b>£7,665,000</b>		

\* Funding shortfall based on assumption that potential future funding contribution will be secured.



## **Appendix B**

### **Proposed approach to creating an interim list of prioritised future cycle schemes**

It is anticipated that the County Council will develop a Local Cycling and Walking Infrastructure Plan (LCWIP) over the next 2-3 years. The end result of an LCWIP is a prioritised and costed programme of cycling and walking infrastructure improvements.

The technical guidance produced by the Department for Transport to assist local authorities in the preparation of their LCWIPs contains detailed recommendations on how to approach each stage of developing an LCWIP, including route selection, engagement and prioritisation. However, as producing an LCWIP is a lengthy process, it has been necessary to devise a simpler methodology that can be used to generate an interim prioritised list of schemes. This will enable the T&F Group to respond to the recent Council resolution on cycling.

Transport Planning has developed a list of the key cycle routes required to complete the cycle networks in and around the main towns, based on the Cycle Network Plans produced with assistance from Sustrans and the area cycle forums over the past 3 years. These routes are considered to be the primary cycle routes in each network. Secondary routes, which are generally connections onto the primary route network or quieter alternatives via residential streets, have not been included at this stage as it is clear that developing the primary routes is the priority.

In order to prioritise these schemes, a methodology has been established which is based on the LCWIP guidance.

#### **Proposed methodology:**

Each scheme will be assessed against the following four overall criteria:

##### **1. Effectiveness**

- Potential to increase cycling trips
- 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 e.g. improvements to health and inclusion , economic development, LTP
- Importance of the intervention for particular target user groups, e.g. people without access to car or with higher levels of poor health
- Classification by type of journey e.g. education, workplace, utility, recreation, to aid alignment with particular funding streams
- Priority / importance of intervention as defined through engagement process

## **3. Deliverability**

- Scheme feasibility / deliverability
- Public acceptability
- Dependency on other schemes
- Environmental constraints

## **4. Economic**

- Has funding already been secured towards the scheme, e.g. S106 or partner contributions etc.
- Potential to attract external funding

Each scheme will be assessed and awarded a score of 0 – 5 for each of the four criteria based on the following scoring system:.

5: Meets criteria excellently

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

The resulting score will then will be added up and each scheme prioritised as:

- Very high
- High
- Medium
- Medium / low
- Low

Due to the time frame available for developing a prioritised list of schemes in response to the Council motion, it will be necessary to use estimates and judgement where data is not readily available at this stage. However, a full prioritisation process will be carried out as part of the LCWIP process in accordance with the DfT guidance.

Following the above prioritisation, it will then be possible to categorise each scheme in terms time scale for delivery, if required:

- Short (0-3 years\*)
- Medium (4-6 years\*)
- Long (7+\*)

\*timeframes to be agreed

A brief description and estimated cost of each scheme will be provided along with an explanation for the score awarded.

It is considered of benefit to include economic considerations among the criteria to ensure cost-effective use of resources e.g. schemes with partial S106 funding are delivered before the S106 funding expires and that weighting is given to schemes which have had revenue funding spent on feasibility and design work to create 'shovel-ready' schemes (although these are also likely to score highly under the deliverability criteria).

Scheme cost has not been included within the criteria as it is considered that this should not influence 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 the full prioritisation process in the development of the LCWIP.

It is considered that the scoring system should guide but not dictate the development of a cycle infrastructure delivery programme and that some flexibility will be needed to take into account wider factors e.g. should an external funding opportunity arise, it is necessary to tailor schemes to meet the specific funding criteria.

### **Cost estimates**

Routes have been measured and each route / section categorised into the following broad infrastructure types in order to develop initial cost estimates for each route.

- Cycle track adjacent to urban road
- Cycle track on open space
- On-carriageway cycle routes
- Toucan crossings
- Cycle / pedestrian bridges
- 

Due to the high number of routes and the fact that the majority have not yet had any feasibility work undertaken on them, the figures in the table represent very initial estimates and actual costs of each individual scheme may be significantly lower or higher once feasibility work is carried out. For example, the cost of constructing cycle tracks can vary considerably according to site specific factors, such as the presence of utilities, which can only be established by topographical surveys and feasibility work. Furthermore, the routes identified may change in terms of routing or preferred types of infrastructure as they are developed further.

The costs for some of the higher priority schemes have been established through feasibility work and therefore these are generally more accurate.

## Cycling Network Task and Finish Group

## APPENDIX C

### Summary of recommendations and associated resources

Recommendation	Rationale	Cost / resource	Lead
<b>Cycling networks and scheme prioritisation</b>			
1. That the County Council develops a Local Cycling and Walking Infrastructure Plan (LCWIP) by the start of 2020/21, in accordance with the technical guidance published by the Department for Transport, to set out a long term, prioritised and costed programme of cycling infrastructure improvements for Warwickshire.	To apply an accepted methodology to the identification and development of cycle and walking infrastructure. This will also assist in making the case for funding.	Low – work to be carried out by WCC staff.	WCC
2. That an interim list of prioritised and costed cycle schemes is produced by Autumn 2018 and presented for Cabinet approval, in advance of the development of a Local Cycling and Walking Infrastructure Plan.	To provide an initial indication of the scale and level of investment required to complete the core local cycle networks.	Complete (provided as Appendix A & B of report).	WCC
<b>Cycling infrastructure</b>			
3. That, further to the Warwickshire Local Transport Plan 2011-26 Policy CY4, the West Midlands Cycling Design Guidance is recognised as the overarching guidance for the design of new cycling infrastructure in Warwickshire, complemented by ongoing best practice research into new approaches to delivering high quality, innovative and effective cycling schemes.	To ensure delivery of a standard of cycle infrastructure that will maximise usage and modal shift to cycling.	Low – no immediate cost implications, however infrastructure delivery costs will be affected by the selected construction standards.	WCC
4. In accordance with the Warwickshire Local Transport Plan 2011-26 Policy CY5: 'Maintenance', that the County Council takes account of the particular needs of cyclists in maintaining the highway network and ensure that off-carriageway cycle routes are maintained to a good	To avoid cyclists and potential cyclists being deterred from cycling by the condition of the highway / cycle route network.	Low – no additional cost implications.	WCC

Recommendation	Rationale	Cost / resource	Lead
standard.			
<p>5. That the County Council works with the District and Borough Councils to secure appropriate cycling infrastructure through the planning system, including that:</p> <ul style="list-style-type: none"> <li>a. New developments provide an appropriate level of cycling infrastructure within the site.</li> <li>b. That development sites are appropriately connected to the wider cycling network.</li> <li>c. That contributions to the development of the local cycling network are secured in line with planning regulations.</li> </ul>	<p>To ensure new developments are served with appropriate levels of cycling infrastructure that enable residents to make journeys by cycle and that residents are able to establish sustainable travel patterns before 'bad habits' become established.</p>	<p>Low – This approach is already undertaken in response to planning applications.</p>	<p>WCC</p>
<p>6. That a countywide Bike Share scheme which is accessible to all is developed in Warwickshire to complement and add value to the programme of cycle infrastructure improvements. The scheme should be compatible with emerging technology for travel &amp; payment.</p>	<p>To increase cycle use in Warwickshire towns.</p>	<p>Low – Scheme to be set up as a Concessionary Contract with a preferred supplier funding set up and ongoing operational costs from user subscriptions. The Council will support the preferred contractor.</p>	<p>WCC</p>
<p>7. That the Council implements route signage schemes for cyclists and pedestrians in all of Warwickshire's urban areas to direct cyclists to primary destinations having engaged with cycle forums and other interested groups on the route signage plans.</p>	<p>To give cyclists confidence that routes will take them to their destination and raise awareness of cycle routes.</p>	<p>Medium - High. Estimated cost: £100,000k to sign existing primary cycle networks in and around main towns.</p>	<p>WCC</p>
<p>8. That the Council works with and supports local businesses to encourage work based cycling including through raising awareness of cycle routes and the provision of facilities for cyclists such as storage and changing facilities, bike share and purchase schemes.</p>	<p>To increase levels of cycle commuting.</p>	<p>Low</p>	<p>WCC</p>

Recommendation	Rationale	Cost / resource	Lead
<b>Funding</b>			
9. That the Council create a dedicated capital cycle infrastructure fund for cycling from 2019/20 to enable the planning and delivery of a countywide programme of cycle infrastructure schemes.	To fund the delivery of cycling infrastructure required to complete the core local networks.	High – Estimated cost to deliver approx. 60 cycle routes to complete the core local cycle networks is £40 million. The cost to deliver the 20 high priority schemes is £18.6m of which £1.1m has been secured and there is potential to secure up to a further £9.9m from external sources, leaving a minimum shortfall of at least £7.6 million. Scheme costs estimates are provided in Appendix A.	WCC
10. That each area Cycle Forum is allocated a small annual funding pot to finance a programme of community led minor cycle infrastructure improvements.	To enable Cycle Forums to carry out minor local infrastructure improvements in line with local priorities. To incentivise Cycle Forums.	Medium. Suggested funding of £5k per annum per forum to be provided to 5 forums. Total maximum cost of £25k per annum.	WCC
11. That the portfolio holders for Health and Transport ensure that all potential opportunities to secure external funding for improving cycling infrastructure are fully exploited.	To maximise funding for cycling infrastructure.	Low. Funding bids are normally prepared internally. Internal match funding may be required to secure external funding.	WCC
12. That Warwickshire County Council's representative on the Coventry and Warwickshire Local Enterprise Partnership Board requests that CWLEP incorporate consideration of scheme impact on active travel into the	That the impact of investment decisions by CWLEP takes account of the impact this will have on cycling.	Low	WCC

<b>Recommendation</b>	<b>Rationale</b>	<b>Cost / resource</b>	<b>Lead</b>
evaluation of all future funding bid business cases.			
<b>Consultation and partnership working</b>			
13. That, in accordance with Local Transport Plan 2011-26 Policy CY1: 'Consultation and partnership working', countywide cycle forum coverage is achieved by establishing a forum in North Warwickshire and by providing officer support to all of the forums.	To achieve local user input into the maintenance and development of cycling infrastructure.	Low. Officers currently support four Cycle Forums, increasing this to five will have minimal resource implications.	WCC
14. That the Council encourages a countywide, multi-agency partnership approach to the development and promotion of cycling that highlights the benefits of cycling and raises awareness of cycling facilities. This should include encouraging cycling as part of the place based health agenda and working with the district, borough, town and parish councils to secure cycling infrastructure through the planning process.	To create a common and joined up approach to the development of cycling in Warwickshire.	Low.	WCC
<b>Implementation and monitoring</b>			
15. That a representative Member working group is established to oversee the development of the LCWIP and the delivery of a programme of cycle infrastructure improvements. This should include periodic reviews of the programme of schemes within the LCWIP.	To provide Member oversight and strategic lead to the development of the LCWIP and delivery of infrastructure improvements.	Low	WCC
16. That Warwickshire County Council leads by example by supporting cycling as part of its Green Travel Plan and health and wellbeing agenda.	To demonstrate to others what can be achieved by a major employer.	Low to medium. Extension of existing approach.	WCC
17. That a methodology is established for carrying out annual cycle counts to monitor levels of cycling and review the	To monitor the impact of investment in cycling infrastructure	Low to medium. The cost of cycle counts is relatively	WCC

<b>Recommendation</b>	<b>Rationale</b>	<b>Cost / resource</b>	<b>Lead</b>
effectiveness of Council cycling interventions. That a further indicator of success is established based on length of route made safe for cycling.	on local cycling levels.	modest.	