



LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP) CONSULTATION

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Table of Contents

Key Messages	4
Overall	4
Walking Routes	4
Cycling Routes	5
Background	6
Methodology	6
Consultation methods	6
Promotion of consultation	7
Analysis	7
About you	8
Reason for completing the survey	8
Consultation reach	8
Working in Warwickshire	9
Living in Warwickshire	10
Respondents' walking and cycling habits	11
Respondents' walking habits	11
Respondents' cycling habits	12
Part I – Background, Approach and geographic Coverage	13
Agreement to the key aim of the LCWIP	13
Comments about the aim of the plan	15
Comments on the challenges and Opportunities identified in the LCWIP	22
comments on the challenges	23
comments on the opportunities	29
further comments on challenges or opportunities	36
Part II of the LCWIP – Evidence and Network Plans	43
Data or information sources used to inform the LCWIP	44
Comments on other sources that should be considered	44
Any other comments about the data and information we used	47

Agreement to the individual Walking scheme Elements	49
North Warwickshire Borough	49
Nuneaton and Bedworth Borough	50
Rugby Borough.....	51
Warwick District.....	52
Stratford-On-Avon District.....	54
Agreement to the individual Cycling scheme Elements	55
North Warwickshire Borough	56
Nuneaton and Bedworth Borough	57
Rugby Borough.....	58
Warwick District	59
Stratford-On-Avon District.....	61
Part III - Implementation	63
Prioritisation	63
North Warwickshire Borough.....	65
Nuneaton and Bedworth Borough	66
Rugby Borough.....	66
Warwick District	66
Stratford-On-Avon District	67
Inequalities or other impacts that need to be taken into consideration	67
Agreement to the plan for improving the cycling and walking infrastructure	69
Future walking and cycling intentions of respondents.....	70
Additional comments and feedback	71
Equality and Diversity analysis	79
Appendices	82

KEY MESSAGES

OVERALL

- Approximately two thirds of respondents agree or strongly agree to the plan, while a strong disagreement and disagreement was voiced by one out of ten respondents.
- This generally positive sentiment was also reflected in the agreement to the core aim of the LCWIP, and more than three quarters of respondents strongly agreed or agreed with the key aim, whilst about one in six respondents disagreed or strongly disagreed.
 - When asked to comment on the aim, respondents most often mentioned safety concerns of using cycling and walking routes, followed by expressing enthusiasm of the aim of the LCWIP; highlighting the need for the improvement of the infrastructure of existing routes and regular maintenance in future; and emphasizing the need for the evaluation of the LCWIP in context of the wider transportation infrastructure (Table 4).
- However, many people want the LCWIP to go further, to create a cohesive and joined up network of routes, prioritise cycling and walking routes over car travel, and develop more ambitious plans based on examples of other countries, such as the Netherlands.
- Respondents further stated that routes need more regular maintenance.
- Slowing traffic down and addressing car parking issues in urban areas would make driving less appealing, make it safer to cycle, reduce traffic congestion and improve air quality.
- Safety on shared use routes was a common cause for concern. Many respondents suggested that separate lanes for cyclists, motorised vehicles and pedestrians are provided.
- A further concern of many respondents was the lack of adequate facilities to store their bikes.
- Just under a quarter of respondents proposed additional sources of data and information, including seeking feedback from specific groups and associations, reviewing popular walking and cycling journeys through the use of apps, and seeking feedback from specific population groups.
- The majority of respondents believe they would walk and/or cycle more should the routes be delivered as outlined in the plans, highlighting the potential impact of the LCWIP.

WALKING ROUTES

- Agreement with the walking routes proposed for each district or borough ranged from 46.3% in North Warwickshire to 77.2% in Warwick.

- Most often these were commented on with suggestions for additional routes or extensions of the proposed routes; highlighting the need for improvement or maintenance of existing routes; or highlighting that the schemes are not extensive enough.
- Schemes where road space was reallocated to support social distancing during Covid-19, which by some respondents were referred to as 'pedestrianised areas that were created during COVID-19', were asked to be brought back and expanded.

CYCLING ROUTES

- Agreement with the cycling routes proposed for each district or borough ranged from 61.4% in Nuneaton and Bedworth to 78.5% in Warwick.
 - Comments frequently addressed suggestions for additional routes and extensions to proposed routes, and the creation of a cohesive network of routes across the county. As for the walking routes, many respondents asked for more ambition of the LCWIP, or a change in scope.
 - Others highlighted safety concerns, including provision of separate lanes/paths for all road users.
 - Some existing cycle routes are considered inappropriate for cycling on, as they are too narrow, roads are too busy, or the cycle routes go on and then off pavements.
 - More secure cycle parking was requested, and some existing cycle parking was criticised for being unsafe and neglected.

BACKGROUND

The Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP) aims to ‘to create a safe and attractive environment for walking and cycling, so that they become the natural choices for shorter journeys and outdoor recreation in Warwickshire’. The initial version of the LCWIP was drafted following an online survey in 2021 (<https://warwickshirelcwip.commonplace.is/>) that asked people to identify what types of walking and cycling improvements they would like to see, and where.

In June 2022, a public consultation was launched to find out what people thought about the draft LCWIP which included plans for improving infrastructure for walking and cycling, both for transport and recreation in Warwickshire. This consultation was an opportunity for people who live, work, study and travel in Warwickshire to comment on various aspects of the draft plan and help to refine and prioritise outline proposals for walking and cycling schemes. This report presents the findings of this consultation.

The findings of the consultation will be used to produce an amended LCWIP. It is intended to progress this to formal adoption in 2023. Warwickshire County Council is also working on a new Local Transport Plan, to include an Active Travel Strategy. The LCWIP can operate as a standalone plan but will also help to deliver Local Transport Plan objectives and Active Travel Strategy policies.

METHODOLOGY

CONSULTATION METHODS

A range of methods were used to gather views as part of this consultation. These included:

- An online survey on Ask Warwickshire (<https://ask.warwickshire.gov.uk/>) using Citizen Space. The on-line survey was launched on the 17/06/2022 and closed on the 14/08/2022.
 - A total of 1031 responses were received.
- A paper-based version of the online survey could be requested by telephone or email. Alternative formats or help to complete the survey could also be requested.
 - There were no requests for paper versions or alternative formats.
- Comments in relation to the proposed changes to the LCWIP could be sent directly to the Transport and Highways Team at Warwickshire County Council (via phone, post or email).

- Six drop-in sessions across the county took place between the 20th June and 1st July 2022, and one live online event was held on the 21st June 2022. A recording of the online event was made available on the survey portal.
- Individual meetings were held with a small number of organisations and individuals, including Warwickshire Youth Council, Warwickshire Vision (Leamington), Rugby Cycle Forum, Shipston-on-Stour Town Council, North Warwickshire Borough Council, Canal and River Trust and National Highways.

PROMOTION OF CONSULTATION

The consultation was promoted by using a number of different channels. This included direct emails to approximately 300 individuals and organisations; four media releases (also issued to County Councillors, Members of Parliament and Parish Clerks); posts and paid-for advertising on social media; and inclusion in county council e-newsletters.

ANALYSIS

Survey responses were summarised and visualized graphically, with text-based responses being thematically grouped into categories prior to their visualisation.

This report presents:

- respondents' reasons for participation in the survey, the district or borough respondents live or work in, and the current walking and cycling habits of respondents.
- responses on the background, approach and geographic coverage of the LCWIP, which is in direct relation to the first part of the plan.
- responses on parts two and three of the LCWIP, summarising the evidence used to inform the plan and the network plans, and its implementation.
- the demographics of all respondents and comparison with to the Warwickshire population, to gather insights into the diversity of respondents, and draw attention to potentially under- or overrepresented population groups.

Route specific feedback and formal responses received via email are summarised elsewhere, and can be found in the full consultation report.

ABOUT YOU

This section summarises respondents' characteristics, such as the district or borough respondents live or work in, their reason for completing this survey, and their current walking and cycling habits.

REASON FOR COMPLETING THE SURVEY

Respondents were first asked what their main reason was for completing the survey. Most people completing the survey were Warwickshire residents (n=946; 91.8%), followed by 40 (3.9%) people visiting Warwickshire (Table 1).

Table 1: Type of Respondents.

Type of respondent	Total [n (%)]
I am a Warwickshire resident	946 (91.8)
I visit Warwickshire (for example to use the local services and facilities such as shopping, hospitality, entertainment or visitor attractions)	40 (3.9)
I am providing a response on behalf of an organisation	20 (1.9)
I work in Warwickshire but live elsewhere	14 (1.4)
I am an elected member	8 (0.8)
I am responding on behalf of a business	1 (0.1)
I study in Warwickshire but live elsewhere	1 (0.1)

Of 1031 respondents, one (0.1%) did not answer this question.

CONSULTATION REACH

Respondents were asked to provide information on how they heard about the survey. Multiple responses to this question were possible. The most common route to the survey was through Warwickshire County Council's social media channels (n=365; 36.1%), followed by other websites or social media channels independent of the county council (n=282; 27.9%), and Warwickshire County Council's consultation and engagement mailing list alert (n=150; 14.8%).

Table 2: How did respondents hear about the survey.

Source	Total [n (%)]
Warwickshire County Council social media (i.e. Facebook, Twitter)	365 (36.1)
Other website or social media	282 (27.9)
Warwickshire County Council consultation and engagement mailing list alert	150 (14.8)
Word of mouth	112 (11.1)

Of 1031 respondents, there were 1011 responses - 20 (1.9%) did not answer this question.

Table 2: How did respondents hear about the survey. (continued)

Source	Total [n (%)]	
Warwickshire County Council website	74	(7.3)
Local press (newspaper or radio)	32	(3.2)
Display in local venue	10	(1.0)
Other	97	(9.6)

Of 1031 respondents, there were 1011 responses - 20 (1.9%) did not answer this question.

Nearly one in ten (n=97; 9.6%) respondents reported to have been made aware of the survey by other sources, which included workplaces (n=25; 2.5%), organisations, societies or groups (n=20; 2.0%), and Warwick University (n=11; 1.1%), as highlighted in Table 3.

Table 3: Summary of other sources raising awareness of the LCWIP survey.

Other Sources	Total [n (%)]	
Workplace	25	2.5%
Organisation/ society/ group	20	2.0%
Warwick University	11	1.1%
Councilor/ Council officer	8	0.8%
Other council	7	0.7%
Local newsletter	6	0.6%
Cycling club/ forum	5	0.5%
Email	4	0.4%
Warwickshire Scouts	4	0.4%
WCC representative	3	0.3%
Friend	2	0.2%
Interest group	1	0.1%
Other survey	1	0.1%

A total of 97 respondents reported to have heard about the LCWIP survey through other sources.

WORKING IN WARWICKSHIRE

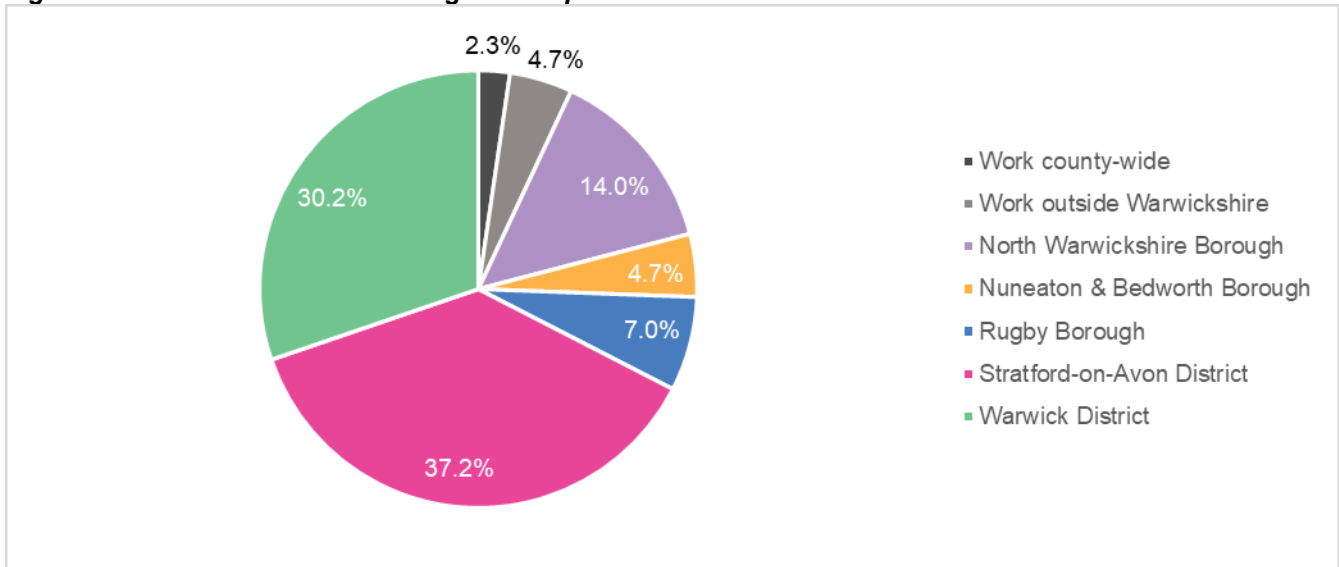
One person responded on behalf of a business, while 20 respondents chose to answer on behalf of their organisation. Of these 20, 19 gave their organisation's names. These were:

- Accessible Stratford
- Bidford on Avon Parish Council
- Binton Parish Council
- Friends of Radford's Green Environment (FoRGE)
- Hinckley & Bosworth Borough Council

- Leamington Cycling and Athletics Club
- Luddington Parish Council
- Meon Vale Residents Association
- Parish of Curdworth Middleton and Wishaw
- Parks and Grounds, Rugby Borough Council
- Radford Semele Parish Council
- Royal Shakespeare Company
- Salford Priors Parish Council
- Stour Health & Wellbeing Partnership – Transport Stream
- The bicycle bus
- The British Horse Society
- The Warwick Society
- Welford on Avon Parish Council
- Wellesbourne and Walton Parish Council

People who responded on behalf of a business, organisation, or who work in Warwickshire but live elsewhere were also asked in which district or borough they work (n=43). The majority of respondents work in Stratford-on-Avon (n=16; 37.2%) and Warwick (n=13; 30.2%), and very few responses were gathered from respondents working county-wide (n=1; 2.3%) and working outside of Warwickshire (n=2; 4.7%) (Figure 1).

Figure 1: In which district or borough do respondents work.

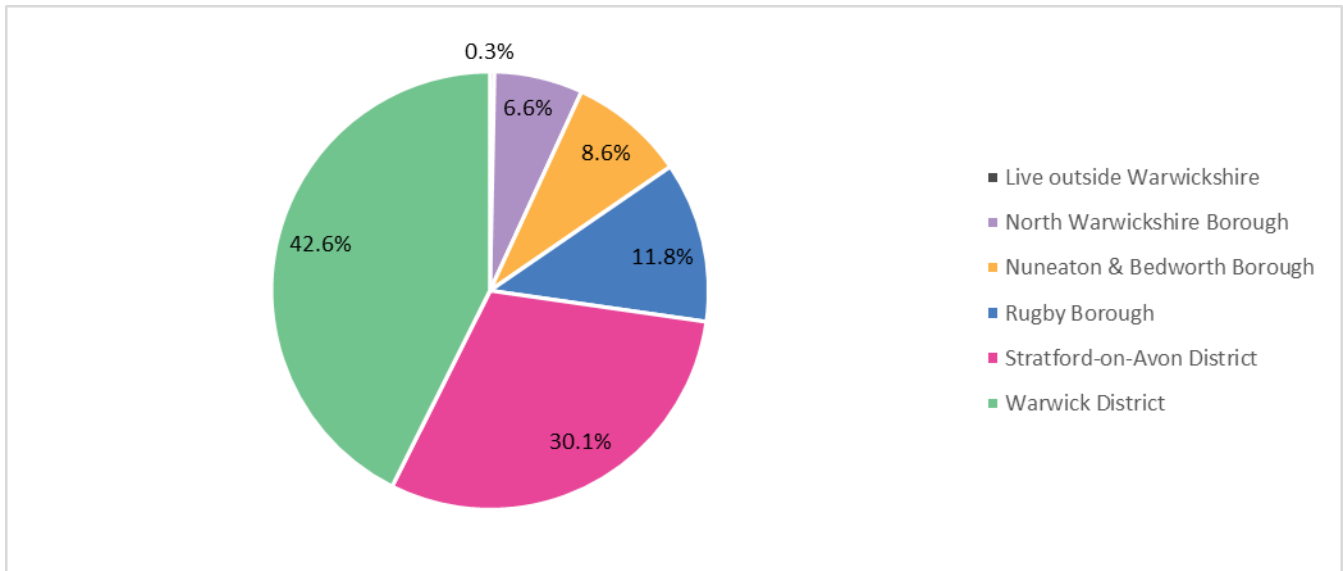


All 43 respondents who reported to complete the survey on behalf of a business or organisation and who reported to work in Warwickshire but live elsewhere provided this information.

LIVING IN WARWICKSHIRE

All 946 Warwickshire residents were then asked which district or borough they live in. Figure 2 shows that the largest proportion of respondents were from Warwick district (n=403; 42.6%) followed by Stratford-on-Avon district (n=285; 30.1%).

Figure 2: Area in which respondents live.



All 946 Warwickshire residents completed this question.

Comparing these figures with the proportion of Warwickshire residents living in each district or borough revealed that residents from Warwick and Stratford-on-Avon district were overrepresented in the survey, who make up a proportion of 25.1% and 23.1% of the population in Warwickshire. On the contrary, 11.3% of Warwickshire residents live in North Warwickshire borough, 21.9% in Nuneaton and Bedworth borough, and 18.5% in Rugby borough, and therefore responses from these boroughs were underrepresented in this survey.

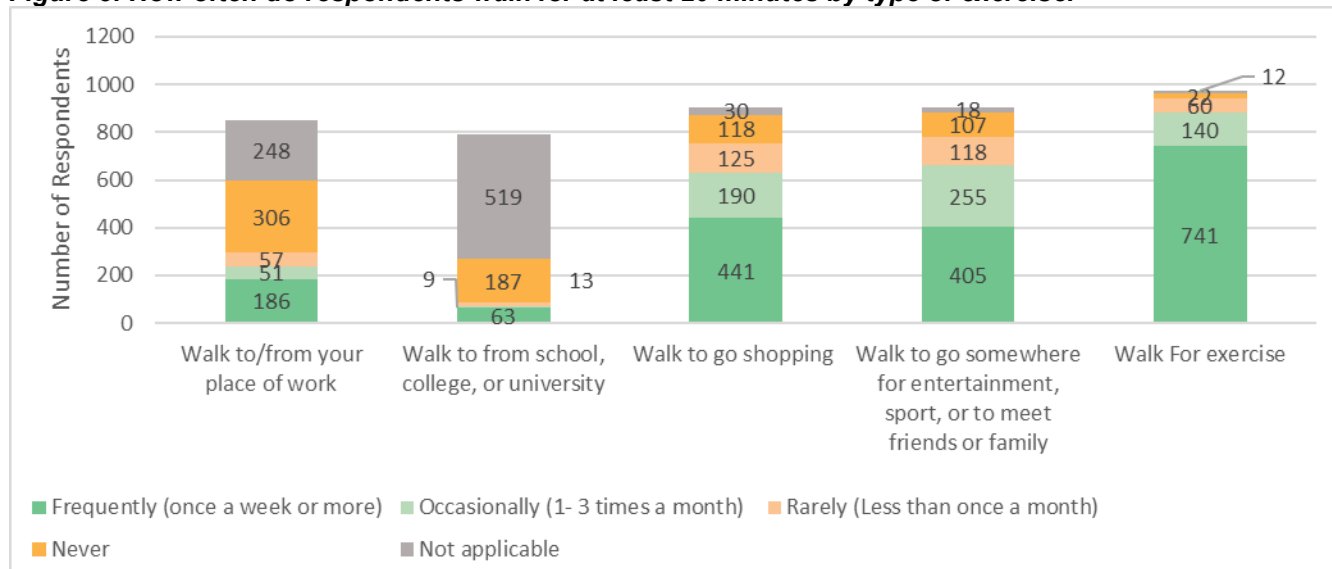
RESPONDENTS' WALKING AND CYCLING HABITS

All respondents were asked to estimate the average of how often they walk or cycle for at least 20 minutes for a number of reasons.

RESPONDENTS' WALKING HABITS

The majority of respondents reported to be walking frequently, particularly for exercise (n=741; 76.0%), followed by shopping (n=441; 48.8%) and then to go somewhere for entertainment, sport or to meet friends/family (n=405; 44.9%). In contrast to this, walking to school, college or university and walking to work were activities that only a small proportion of respondents engaged in frequently (n=63; 8.0% and n=186; 21.9%) or occasionally (n=9; 1.1% and n=51; 6.0%) - for many this question wasn't applicable or not answered (Figure 3).

Figure 3: How often do respondents walk for at least 20 minutes by type of exercise.



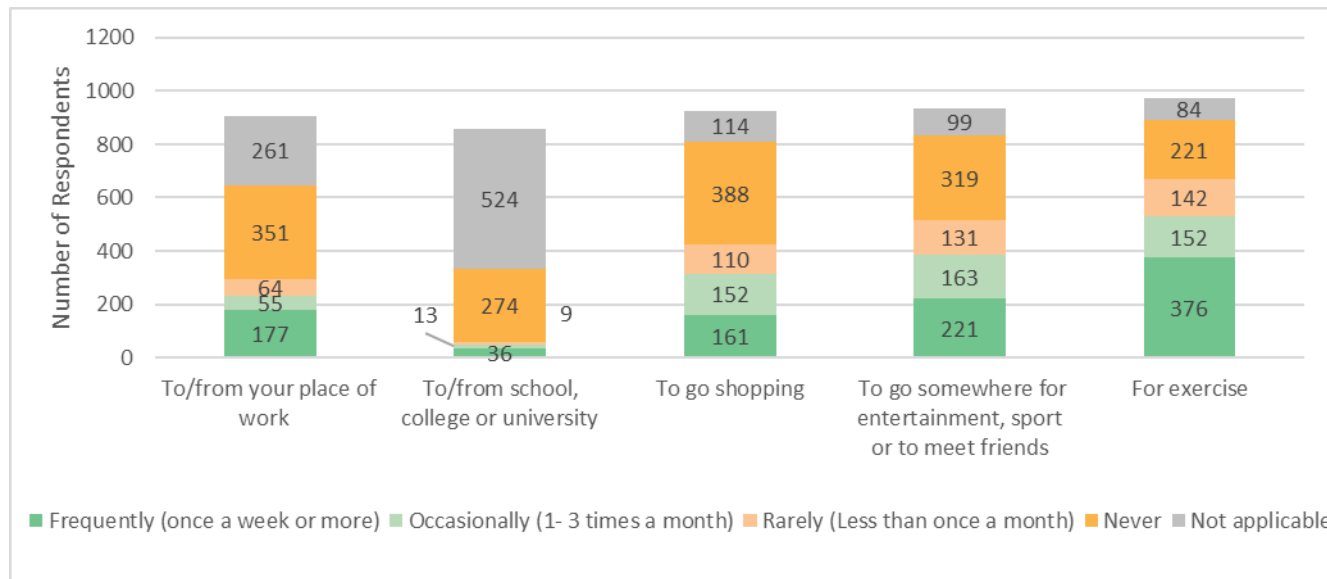
Respondents were also asked whether they use mobility aids to get around, with 951 (92.2%) answers collected. The majority of respondents do not use any mobility aids (n=909; 95.6%). Of those that do, 34 (3.6%) respondents use a walking stick; seven (0.7%) use a wheelchair; six (0.6%) use a mobility scooter; two (0.2%) use a walking frame; two (0.2%) use an electric trike and five use another mobility aid (i.e., crutches; walking poles; a dog).

One third of respondents accompany small children or infants whilst walking in Warwickshire (n=335; 33.7%). A total of 993 (96.3%) responses to this question were gathered. Equipment whilst walking with small children is used by 256 (76.4%) of these respondents, with 203 people (60.6%) using a child’s scooter, balance bike or bike and 115 people (34.3%) using a pushchair, pram or stroller. Seven (2.1%) people use a wheelchair and four people use other equipment (i.e., a sling, rollerblades or a skateboard).

RESPONDENTS’ CYCLING HABITS

The most common reason for cycling was for exercise, followed by travelling somewhere for entertainment, sport or to meet friends and family, and then travel to a place of work. The least common reason for cycling was to travel to school, university, or college but for many respondents this was not applicable (Figure 4).

Figure 4: How often do respondents cycle for at least 20 minutes by type of exercise.



Of the 976 (94.7%) people that responded to the question, approximately one in six respondents (n=165, 16.9%) cycle with small children or infants. Of these, 104 people said that they used equipment when cycling with young children, which accounts for 40 people (38.5%) using a child bike seat, 16 using a bike trailer (15.4%) and 16 using a tag-along bike (15.4%). Other equipment (such as a children’s bike; a balance bike; a cargo bike; a scooter; a tandem bike; or a tow rope) is used by 32 people (30.8%).

PART I – BACKGROUND, APPROACH AND GEOGRAPHIC COVERAGE

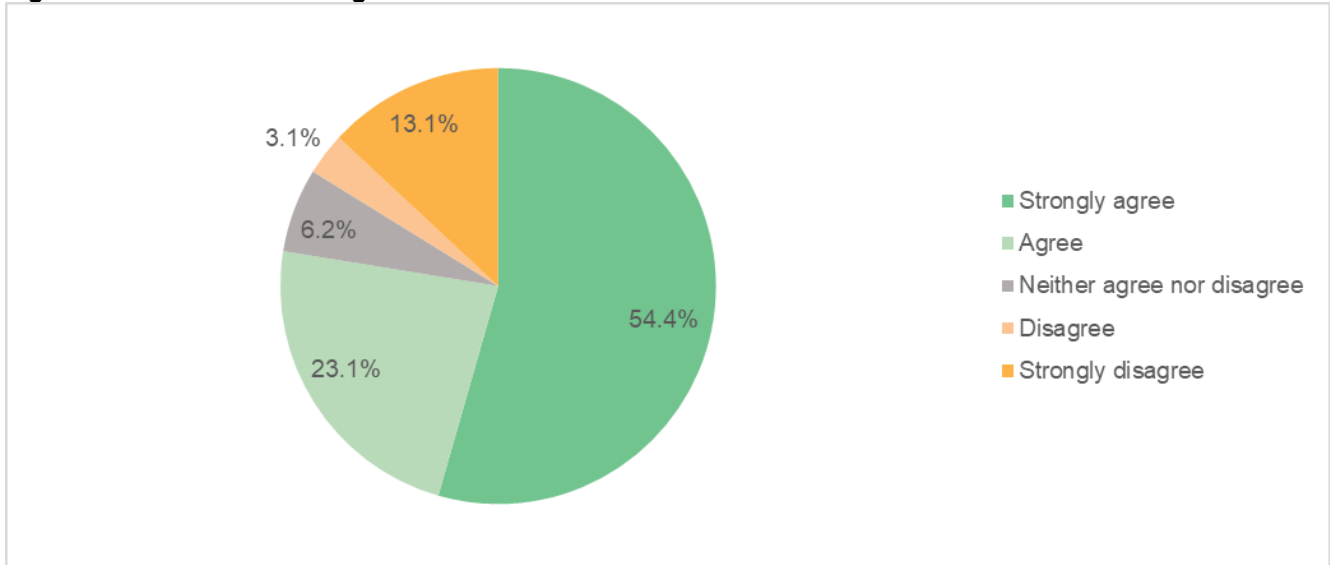
The first part of the LCWIP sets out the background, approach and the geographic coverage of the Plan. In the context of this survey, this section provides information on the respondents’ perceptions of the aim of the LCWIP, and their preferred routes and core zones for further development. Part 1 of the LCWIP can be found here:

<https://api.warwickshire.gov.uk/documents/WCCC-1615347118-706>

AGREEMENT TO THE KEY AIM OF THE LCWIP

All participants were asked to rate their level of agreement with the key aim of the LCWIP: **‘To create a safe and attractive environment for walking and cycling, so that they become the natural choices for shorter journeys and outdoor recreation in Warwickshire’**. More than three quarters of respondents (n=795; 77.6%) strongly agreed or agreed with the key aim, whilst 16.2% (166 people) disagreed or strongly disagreed (Figure 5).

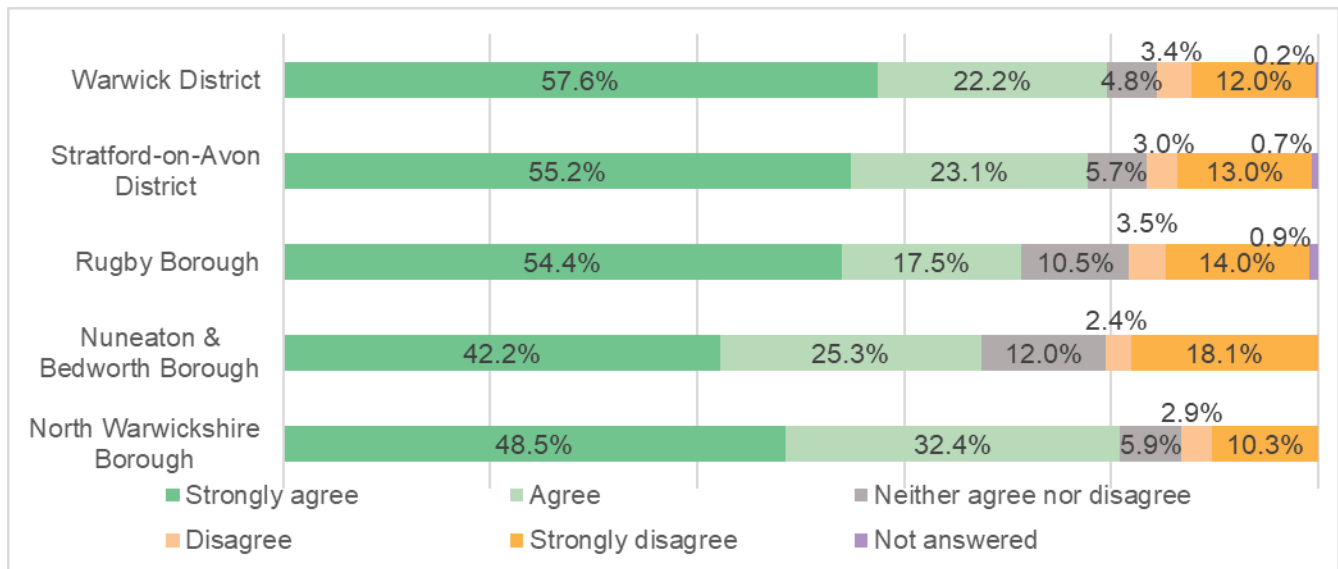
Figure 5: Overall levels of agreement to the aim of the Warwickshire LCWIP.



A total of 1025 (99.4%) respondents completed this question.

When responses were split by district or borough, respondents from North Warwickshire had the highest level of agreement with over 80% (n=55) of respondents strongly agreeing or agreeing with the key aim, whilst Warwick district had the highest percentage of people (n=239; 57.6%) who strongly agreed, followed closely by Stratford-On-Avon District with 55.2% (n=165) and Rugby Borough with 54.4% (n=62). The low response numbers for people living or working outside of Warwickshire and working country-wide resulted in the absence of data to selected levels of agreement (Figure 6).

Figure 6: Levels of agreement to the aim of the Warwickshire LCWIP by district and borough.



Number of respondents providing information on the district they live or work in and rating their agreement to the aim of the LCWIP: Warwick District n=416; Stratford-On-Avon District n=301; Rugby Borough n=115; Nuneaton & Bedworth Borough n=83; North Warwickshire Borough n=68.

COMMENTS ABOUT THE AIM OF THE PLAN

A total of 506 (49.1%) respondents provided a comment to the aim of the LCWIP. There were twelve (2.4%) unrelated answers where respondents provided further context to previous survey questions, speculations of the potential uptake of walking and cycling in Warwickshire, or pointed out alignments to other initiatives (such as the K2L route, Child Friendly Warwickshire). All remaining comments were thematically grouped into 24 categories, and multiple categories were assigned to a comment where appropriate.

Respondents most often mentioned safety concerns of using cycling and walking routes in the theme 'Ensure all routes are safe' (n=125; 24.7%). These concerns were expressed in a multitude of ways, and ranged from raising awareness to routes that were deemed as unsafe and in need of improvement from both a walker's and a cyclist's perspective, a general plea for the development of routes according to high security standards, and concerns of vandalism and crime when using more remote routes.

Other frequently addressed comments were summarised as expressing enthusiasm of the aim of the LCWIP ('In strong support of the aim'; n=76; 15.0%), highlighting the need for the improvement of the infrastructure of existing routes and regular maintenance in future ('Road maintenance needed; n=69; 13.6%'); while other respondents emphasized the need for the evaluation of the LCWIP in context of the wider transportation infrastructure and environmental targets ('Evaluate bigger picture of transportation systems'; n=61; 12.1%).

In order to gain an understanding of the sentiment of respondents when providing their comment to the aim of the LCWIP, Table 4 presents each category broken down by the range of levels of agreement to the aim (as presented in the previous section) by those respondents providing comments.

Table 4: Comments about the aim of the LCWIP with corresponding agreement rating to the aim by respondents providing a comment relating to the theme.

Theme	Comment n [%]	Examples	Overall agreement to the aim [Range]				
			Strongly Agree	Agree	Neither	Dis-agree	Strongly Disagree
In strong support of the aim	76 [15.0%]	<p>"I think that this is an excellent aim. [...]" (ID58)</p> <p>"I think it's fantastic that councils are seeing the benefit of encouraging active travel in what is currently a very car-centric county." (ID 224)</p>	52 [68.4%]	9 [11.8%]	6 [7.9%]	0 [0.0%]	9 [11.8%]
Aim is too unspecific/ has wrong the focus	50 [9.9%]	<p>The statement is not ambitious enough, it focus only on shorter journeys and recreation [...] and misses the major opportunity/requirement [...] to enable 'medium/longer' journeys to be undertaken by bike [...]" (ID 107)</p> <p>"More ambition please! Eliminate all cycling and pedestrian deaths and injuries in Warwickshire, while tripling the distance walked and cycled." (ID 268)</p>	13 [26.0%]	12 [24.0%]	6 [12.0%]	8 [16.0%]	11 [22.0%]
Aim is biased towards urban areas	41 [8.1%]	<p>"I agree where it is possible but I live in a more rural area where it won't be possible to achieve that aim. (ID 91)</p> <p>"It seems to be focused on the main urban areas. We would very much like to walk and cycle more for work, social and shopping purposes but our rural location means that the only routes available are busy, fast roads without safe walking or cycling space. (ID 293)</p>	18 [43.9%]	11 [26.8%]	4 [9.8%]	0 [0.0%]	8 [19.5%]
Lack of trust in WCC to action this aim	31 [6.1%]	<p>"The County needs to be serious about this and not just pay lip service. [...]" (ID 458)</p> <p>"There has been a commitment to K2L cycleway for some time but no action taken. [...]" (ID 997)</p>	15 [48.4%]	7 [22.6%]	2 [6.5%]	1 [3.2%]	6 [19.4%]
Road maintenance needed (fix potholes, widen roads, cut back vegetation)	69 [13.6%]	<p>"There are some very dangerous roads locally where the tarmac is broken away at the edge forcing cyclist into the path of cars [...]. Bushes and trees are over growing footpaths which also adds to the hazards both pedestrians and cyclists have to contend with." (ID 805)</p> <p>"The plan cannot be only about creating such routes, they also need to be maintained on an ongoing basis so that they remain useable." (ID 760)</p>	39 [56.5%]	14 [20.3%]	2 [2.9%]	3 [4.3%]	10 [14.5%]

Table 4: Comments about the aim of the LCWIP with corresponding agreement rating to the aim. (continued)

Theme	Comment n [%]	Examples	Overall agreement to the aim [Range]				
			Strongly Agree	Agree	Neither	Dis-agree	Strongly Disagree
Include cycling and walking paths in all new developments	9 [1.8%]	<p>“Maintained cycle paths should be a priority including any new housing estate’s plan to include them and fund additional in the vicinity.” (ID 889)</p> <p>“Why are they building new houses without pavement or sufficient safe cycle paths?” (ID 144)</p>	6 [66.7%]	0 [0.0%]	0 [0.0%]	1 [11.1%]	2 [22.2%]
Evaluate bigger picture of transportation systems	61 [12.1%]	<p>“Agree, but when its raining, we do all use our cars right, so yes to more walking and cycling when able, but not at the expense of ignoring car use which is needed at times too. Don't be too polarised in one direction. [...] (ID 40)</p> <p>“[...] I don’t see how people can be encouraged to move out of their cars when infrastructure has been built to support car travel. Retail parks and supermarkets outside of towns discourage walking & cycling.” (ID 649)</p>	20 [32.8%]	14 [23.0%]	9 [14.8%]	7 [11.5%]	11 [18.0]
Improve infrastructure around schools	15 [3.0%]	<p>“Cycle links to schools should be priority. 1 so it’s safe. 2. So it gets people cycling from a young age.” (ID 402)</p> <p>“It would be amazing if children could cycle to school safely. [...]” (ID 857)</p>	12 [80.0%]	3 [20.0%]	0 [0.0%]	0 [0.0%]	0 [0.0%]
Install streetlights	7 [1.4%]	<p>“[...] I walk a lot, I do feel unsafe sometimes so attention to women’s safety (good lighting, clear paths with trimmed hedging/shrubs etc) would help here.” (ID 624)</p> <p>“[...] if the path was safer / lit during the winter, I would definitely cycle all year round as opposed to a few weeks during the summer when the weathers okay.” (ID 960)</p>	3 [42.9%]	2 [28.6%]	0 [0.0%]	0 [0.0%]	1 [14.3]



Table 4: Comments about the aim of the LCWIP with corresponding agreement rating to the aim. (continued)

Theme	Comment n [%]	Examples	Overall agreement to the aim [Range]				
			Strongly Agree	Agree	Neither	Dis-agree	Strongly Disagree
Ensure convenience/ accessibility of all routes	46 [9.1%]	<p>“Some mention of convenience would be good. Most existing cycle routes within the area are too indirect to be convenient and therefore aren’t used. (e.g. stopping to cross the road and then climb some stairs on Radford road)” (ID 9)</p> <p>“[...] create a safe, ACCESSIBLE, and attractive environment [...]. The life of a wheelchair / power chair / mobility scooter user round Leamington is abysmal, barely any level curbs, most of them are high bumps, causing constant pain to users. Can often get "trapped" on a curb unable to cross the road for hundreds of meters. Builds and shops are also highly inaccessible. [...] it's very exclusionary.” (ID 171)</p>	23 [50.0%]	12 [26.1%]	5 [10.9%]	2 [4.3%]	4 [8.7%]
Cycling / walking is dangerous because of cars	32 [6.3%]	<p>“When I use my bike to get local shopping, I always wear bright clothing and most of the time a Viz top however, I have still encountered "near misses" from cars or received verbal abuse”. (ID 3)</p> <p>“Lack of safety and the attitude of vehicle drivers is what puts me off cycling.” (ID 548)</p>	20 [62.5%]	5 [15.6%]	1 [3.1%]	1 [3.1%]	5 [15.6%]
Ensure all routes are safe	125 [24.7%]	<p>“[...] we may have very different views on what a "safe and attractive environment for walking and cycling" actually are. The existing traffic-free cycling routes in Rugby are not safe and attractive for cycling - let alone the on-street facilities.” (ID 165)</p> <p>“While I agree about the safety there will have to be a lot of emphasis on personal safety i.e. people being comfortable about being out on their own through parks and footpaths. This may have to be in the form of some sort of policing or wardens.” (ID 166)</p>	77 [62.1%]	24 [19.4%]	7 [5.6%]	2 [1.6%]	14 [11.3%]



Table 4: Comments about the aim of the LCWIP with corresponding agreement rating to the aim. (continued)

Theme	Comment n [%]	Examples	Overall agreement to the aim [Range]				
			Strongly Agree	Agree	Neither	Dis-agree	Strongly Disagree
Educate Drivers, enforce Highway Code	13 [2.6%]	<p>“It should [...] be supported with driver / cyclist / horse rider / pedestrian education for the safe and respectful use of shared environments.” (ID 787)</p> <p>“There needs to be driver and cyclist education on how to share the current infrastructure safely and courteously.” (ID 852)</p>	8 [61.5%]	2 [15.4%]	1 [7.7%]	1 [7.7%]	1 [7.7%]
Provide car-free routes	42 [8.3%]	<p>“For complete success there should be a strong emphasis on [...] separation of road vehicles or off road powered vehicles and cyclists and walkers” (ID 408)</p> <p>“Proper, separated cycle paths connecting towns (Alcester, Studley, Stratford etc) is the way to show you’re serious about cycling.” (ID 573)</p>	23 [54.8%]	10 [23.8%]	0 [0.0%]	2 [4.8%]	5 [11.6%]
Emphasize environmental benefits of walking and cycling	30 [5.3%]	<p>“This is an essential development. If residents can walk or cycle safely, especially for short distances, then emissions will drop and their general health will benefit” (ID 162)</p> <p>“Sustainability has to be the number one priority. [...]” (ID 983)</p>	21 [70.0%]	3 [10.0%]	1 [3.3%]	1 [3.3%]	4 [13.3%]
Emphasize cultural, social and economic benefits of walking and cycling (routes)	14 [2.8%]	<p>“A dedicated cycle way from Henley in Arden to Stratford would be a huge boon to tourism and encourage people to visit and cycle by utilising the train and bikes.” (ID 75)</p> <p>“[...] improve the qualities of our public spaces' should be added: reversing their domination by the car can [...] give economic benefits.” (ID 1015)</p>	7 [50.0%]	5 [35.7%]	0 [0.0%]	0 [0.0%]	2 [14.2%]



Table 4: Comments about the aim of the LCWIP with corresponding agreement rating to the aim. (continued)

Theme	Comment n [%]	Examples	Overall agreement to the aim [Range]				
			Strongly Agree	Agree	Neither	Dis-agree	Strongly Disagree
Emphasize health benefits of walking and cycling	26 [5.1%]	<p>“Good walking and cycling routes are essential to residents, as they help people with their physical and mental health.” (ID 277)</p> <p>“We need this to provide a key health change for Warwickshire residents” (ID 674)</p>	17 [65.4%]	4 [15.4%]	0 [0.0%]	1 [3.8%]	3 [15.4%]
Ensure routes are pleasant and attractive	11 [2.2%]	<p>“Also, no scenic walk routes, apart through local housing and main roads. Anything to make scenery more pleasant [...]” (ID 450)</p> <p>“I think walls should be interesting, with natural stopping points, views, resting places and waste bins.” (ID 516)</p>	5 [45.5%]	3 [27.3%]	2 [18.2%]	1 [9.1%]	0 [0.0%]
Offer cycling classes/ educate people on safe cycling	25 [4.9%]	<p>“It’s a good aim, but there are groups of people predominantly women from BAME communities who do not know how to cycle and have no opportunity to learn this valuable and environmentally friendly mode of transportation” (ID 66)</p> <p>“[...] There needs to be driver and cyclist education on how to share the current infrastructure safely and courteously. [...]” (ID 852)</p>	7 [28.0%]	7 [28.0%]	3 [12.0%]	4 [16.0%]	4 [16.0%]
Encourage people to walk/cycle more (longer routes and for transportation)	36 [7.1%]	<p>“[...] We need to change people mindset to choose to walk or cycle first, then think public transport and only use a car as a last resort” (ID 159)</p> <p>“[...] The provision of the national cycle network can encourage those who can, to go further. And with the likely increase in electric bike use, this is a realistic prospect for many people. Please add something to the aim to grasp this opportunity!” (ID 982)</p>	20 [55.6%]	7 [19.4%]	5 [13.9%]	1 [5.6%]	3 [8.3%]



Table 4: Comments about the aim of the LCWIP with corresponding agreement rating to the aim. (continued)

Theme	Comment n [%]	Examples	Overall agreement to the aim [Range]				
			Strongly Agree	Agree	Neither	Dis-agree	Strongly Disagree
Install bike shelters and storage systems	21 [4.2%]	<p>"I will only work if [...] it is safe to leave bicycles" (ID 102)</p> <p>"I'd cycle to the shops and other places if there was somewhere secure to park my bike - like a storage locker. Bikes can cost many hundreds to many thousands and them getting stolen is a real worry and I know it stops me (and I'm sure others) from going places." (ID 468)</p>	10 [47.6%]	4 [19.0%]	1 [4.8%]	1 [4.8%]	5 [23.8%]
Consider adding routes for horse riders	15 [3.0%]	<p>"You should be promoting Horse Riding as an activity for people's health and wellbeing also" (ID 383)</p> <p>"Why are horse riders not included in this plan? There are three groups very vulnerable on our roads, pedestrians, cyclists and horse riders and they should all be considered for inclusion in this plan." (ID 512)</p>	3 [21.4%]	6 [42.9%]	4 [28.6%]	1 [7.1%]	0 [0.0%]
Address electric scooters	8 [1.6%]	<p>"Scooters and electric scooters especially would be good to encourage" (ID 120)</p> <p>"They can not be used for electric scooters - it will be no different than a motor bike using them" (405)</p>	2 [25.0%]	2 [25.0%]	2 [25.0%]	0 [0.0%]	2 [25.0%]
Discourage car use	13 [2.6%]	<p>"Walking and cycling should be the priority over cars" (ID 643)</p> <p>"Laudable and it would be great to reduce motor vehicle traffic for noise, pollution and safety reasons." (668)</p>	8 [61.5%]	3 [23/1%]	0 [0.0%]	0 [0.0%]	2 [15.4%]



There were a number of comments that were mentioned rarely and therefore not suitable to be included in any other category (n=63; 12.5%). This category includes respondents voicing their criticism of installing walking and cycling routes too close to residential buildings and the impact road closure may have on small villages, and suggestions to:

- Add mountain bike trails, and
bridleways
- Pedestrianize town centres
- Add bike storages to trains and buses
- Create a bigger cycling network
- Consider rollerblading, running and
jogging too
- Offer a discount for bike purchase
- Allow for park and cycle locations
- Prevent the closure of existing routes
- Add additional taxes and fees to
discourage driving, and general
strategies to reduce the use of cars
- Ensure that cycle lanes have to be used
where available (instead of roads and
pavements)
- Allow for testing of the routes by 'real
users'
- Add recreational cycling facilities

Other comments addressed the following topics:

- Personal experiences of cycling over the
last years
- Criticism of the inconvenience of some
routes
- Wishing luck with the implementation of
the LCWIP
- Criticism of the neglect of rights of way
maintenance
- The lack of local shops is creating a
barrier to walking and cycling
- Ensure the aim is measurable
- Marketing (not just advertising) the
importance of wearing cycle equipment
- Places to change / shower / possibly
store clothing at places of work
- Transportation of shopping is
inconvenient on bikes
- Asking for the details of how routes will
be policed through wardens
- Volunteering for a warden position
- Install a permeable surface for all routes
to support the wildlife

COMMENTS ON THE CHALLENGES AND OPPORTUNITIES IDENTIFIED IN THE LCWIP

The LCWIP sets out ten key challenges facing Warwickshire and explores how these create opportunities for encouraging more walking and cycling and how walking and cycling can help address these challenges. These challenges and opportunities can be found in Appendix I.

COMMENTS ON THE CHALLENGES

A total of 424 (41.1%) respondents shared their views on the ten identified challenges of the LCWIP, of which 22 (5.4%) comments were unrelated to the challenges and opportunities. The latter addressed the potential of cycling to tackle inequalities and induce health benefits; urging the council to implement the walking and cycling routes sooner rather than later and changing its policies; stating that the list only includes opportunities instead of challenges; providing further context to the challenges identified (such as having to consider diet when promoting a healthy lifestyle); criticising the survey design; criticising the way the council invests money into ongoing projects or consultations; commenting on the lack of ambition of the LCWIP; and expressing their unhappiness about recent housing developments added in selected neighbourhoods or the state particular towns are in.

A total of 50 (11.8%) respondents expressed their agreement with all challenges without providing further comments. The remaining comments were grouped into categories and are presented in Table 5 along with the number of respondents mentioning the topic, and examples of what the category of comments entails.

Table 5: Comment to the identified ten challenges of the LCWIP.

Themes	Frequency n [%]		Examples
Challenge 1: COVID-19 and the impacts on health, travel and economy			
Long-term impact of COVID-19	16	3.8%	<p>“I don't think COVID-19 should be included as a challenge in a strategy that is intended to cover the next 10 years - but the opportunities could be retained and (reworded) to sit under the other challenges.” (ID 370)</p> <p>“Walking from home opportunity needs to be combined with maintaining a healthy lifestyle. Individuals who work from home are more likely to become sedentary and therefore more likely to reach for the car for short journeys due to new habits. [...] I would also disagree that travel demand is reduced, I would go the other way and I believe this is a result of home working is creating a sedentary society.” (ID 477)</p>
Challenge 2: Climate Change and Air Quality			
Sustainability	36	8.5%	<p>“The climate and air quality one – [...] It's very frustrating to see the roads so dedicated to vehicles in Warwickshire and something we consider moving from the area based on. During Covid we lived in Leamington and the closure of the parade was so lovely. The air smelt cleaner, there was plenty of room for people to walk and cycle and it was generally better. I do not understand Warwick County Council's decision to reopen it and it was disheartening to see the council reopen the road with so little forethought that you would actually regress to having big diesel busses and lorries in an area filled with pedestrians.” (ID 271)</p> <p>“Climate change should be top of mind. Add the increase in fuel costs and making everywhere as walkable as possible should be a top priority. Absolutely top priority.” (ID 442)</p>
Create a policy around e-scooters/ e-bikes	17	4.0%	<p>“Footpaths around Warwick should be for pedestrians ONLY ban bikes, and illegal electric scooters should be banned from pavements and roads. I am fed up with having to jump into the road to avoid both bikes and illegal scooters when I am walking in Warwick. Pedestrians should take priority.” (ID 64)</p> <p>“E-Scooters should be regulated and counted as cyclists and restricted to road use.” (ID 457)</p>
Challenge 3: Population growth (including increases in older and school age populations) and associated pressures on highways and local services			
none			
Challenge 4: Health and wellbeing – particularly physical inactivity and obesity			
Attitudes towards cycling/ physical activity/ Cultural shift needed	27	[6.4%]	<p>“A challenge not mentioned is the attitude of Councillors. I doubt whether any of them cycles. Some own businesses in towns and mistakenly believe that allowing cars to drive through town centres is essential for the viability of their business. What the retail business owners in Warwick don't seem to understand is that the vast majority of the cars that drive down Jury Street and High Street (Warwick) don't stop and don't use the businesses in the town.” (ID 794)</p> <p>“The biggest challenges are to change 'normal' activity patterns, so that short car journeys in all but the worst weather are a thing of the past for any able-bodied adults (and, ideally, children), and to change the attitudes of drivers to cyclists and pedestrians.” (ID 1021)</p>

Table 5: Comment to the identified ten challenges of the LCWIP. (continued)

Themes	Frequency n [%]		Examples
Challenge 5: Safety – perceptions of safety and actual risk			
Insurance for Cyclists	5	1.2 %	<p>“All cyclists should be insured - and probably registered so they can be traced.” (ID 38)</p> <p>“Unless bikes are going [on] cycle paths, I don't like the idea especially as the riders are more than often rude and think they own the road. In the event on an accident caused by them there is unfortunately no onus on them legally. Unless they have a registration code [...] similar to car insurance [...]” (ID 724)</p>
Safety concerns	85	20.0%	<p>“My priority would be the safety of cycle routes. I would love to take my granddaughter cycling more but it is currently unsafe where we live” (ID 464)</p> <p>“A safe infrastructure to encourage walking and cycling is essential. Especially regarding the need to help lone women feel safe” (ID 737)</p>
Cyclists' non-adherence to highway code	6	1.4%	<p>“Same answer for all challenges: take full account of additional risks to elderly, sight impaired, infirm and wheelchair users. Make all cyclists have, and use, a bell. Make it an offence for cyclists to continue to use the road if there is a dedicated cycle path alongside.” (ID 81)</p> <p>“Cyclists don't take any notice of where there are cycle ways they still cycle on paths at the detriment to pedestrians.” (ID 600)</p>
Provide safety training for motor vehicle drivers/ enforcement of rules	16	3.8%	<p>“I feel education needs to be given to road users who drive vehicles as the majority have no respect for cyclists and do not adhere to the Highway Code. It's not safe to cycle on the roads at present.” (ID 67)</p> <p>“I think car drivers need to completely change their attitudes. Almost every car driver I have spoken to about the new highway code which prioritises bikes thinks the rules are stupid and makes them resent cyclists more. They need to understand that cyclists have just the same right to use the roads as them and that people can cycle to commute not just for leisure.” (ID 935)</p>
Challenge 6: Public transport – access, frequency and flexibility			
improve public transport	59	13.9%	<p>“[...] Bus services are inadequate- why can't we have a regular bus service (every 20 mins) to travel into Rugby and get to the rail station. There is no joined up transport infrastructure. [...]” (ID 198)</p> <p>“Cycle racks on buses would be a very good idea so people could ride a bit further and get the bus back.” (ID 724)</p>
improve infrastructure/ Road layouts	59	13.9%	<p>“This is a good strategy, but all these cycle paths need to be linked if they are to achieve a sustainable shift in personal transport” (ID 103)</p> <p>“Strategic overview required linking points of interest and a network creating choices for walkers. Paths that aren't circular or don't join up with transport can become dull when you have to turn back.” (ID 516)</p>

Table 5: Comment to the identified ten challenges of the LCWIP. (continued)

Themes	Frequency n [%]		Examples
Challenge 7: Historic towns and spaces – constraints on highway space and need for compromises in design standards and additional approvals			
Town infrastructure	12	2.8%	<p>“Concerned that despite the bullet points the compromises will be felt most by cyclists and pedestrians with a lack of progressive decision-making meaning motor vehicles & the status quo continue to be prioritised.” (ID 467)</p> <p>“In item 7, 'to reduce traffic and on-street parking and reallocate road space to walking and cycling' is much more important than all the other 'challenges'. It should be the objective of the whole plan, undiffused with a lot of side issues. It also needs clarification, to make it clear that it means reducing traffic and on-street parking and the space consumed by them.” (ID 1015)</p>
Ongoing Road maintenance/ address parking	33	7.8%	<p>“Also, a huge problem is foliage. Plants, hedges and trees fronting people's gardens overgrow the paths and roads. And branches of trees hang low over paths and roads. It makes it very difficult for people to walk, walk together, etc, etc. On my estate, which has wider paths than on most estates, people in wheelchairs and disabled buggies have to go on the road because bushes obstruct the paths.” (ID 186)</p> <p>“Poor condition of the road infrastructure. Difficulty of keeping cycle paths clear of debris that can cause punctures.” (ID 617)</p>
Challenge 8: Access to jobs and services – and need to promote equality and to rebalance rural and urban opportunities			
Competing interests between public health and economy	11	2.6%	<p>“Reduce traffic on streets for more waling and cycling BUT enable deliveries, disabled access/blue badge parking, emergency vehicles etc. so not full exclusion of all vehicles.” (ID 40)</p> <p>“I have concerns about pedestrianised town centres. While it is safe and nice to walk around, unless there is free or affordable parking close by it tends to risk crippling local businesses. Carrying a lot of shopping a long way just isn't feasible for most. That means that people go for coffee and a walk but leave their shopping to retail parks which destroys town centres.” (ID 587)</p>
Improve community hubs with access to all needed amenities	8	1.9%	<p>“Access to jobs and services – and need to promote equality and to rebalance rural and urban opportunities' to include the opportunity to deliver continuous active travel networks between neighbouring or close by towns, such as Hinckley and Atherstone, given that residents daily education, training and employment locations may not be located within one administrative boundary. Cross boundary objectives and schemes are strongly supported by virtue of the above.” (ID 295)</p> <p>“The town has changed and is changing. Embrace the change, if people are only spending on coffee and food, then make Leamington a destination for coffee and food, increase office space in town, increase workshop and creative areas, make the centre a desirable place to be.” (ID 455)</p>

Table 5: Comment to the identified ten challenges of the LCWIP. (continued)

Themes	Frequency n [%]		Examples
Challenge 9: HS2 and major infrastructure projects – impacts of construction and development			
Impact of HS2	29	6.8%	<p>“[...] The detrimental impact of HS2 on footpaths is proving significant. It is robbing walkers of many areas where they could previously enjoy countryside recreation.” (ID 265)</p> <p>“HS2 had an amazing opportunity to provide a really useful cycle lane along the side of it for commuters, yet all it seems to be doing is blocking current routes and causing traffic chaos.” (ID 548)</p>
Hold developers to account/ collaborate with developers	24	5.7%	<p>“Developers and planners need to be held to account to bring a new and improved standard of cycling and pedestrian infrastructure to support new and existing buildings, communities and workplaces. The current approach is simply not comprehensive enough or consistent with the aspirations and future needs.” (ID 32)</p> <p>“Walking and cycling needs to be an integral part of any new development not only within the boundaries of that development but through to any amenities that development plans to utilise, schools, shops likely places of work.” (ID 638)</p>
Challenge 10: Lack of funding			
Concerns regarding funding and resources	57	13.4%	<p>“Another challenge will be to find the resources required to deliver the programme within a reasonable timescale. There is a history of schemes being delayed or taking much longer than planned.” (ID 614)</p> <p>“We cannot afford the luxury of spending money that doesn't benefit every single resident! It's just the latest fashion and you know nobody will use them!” (694)</p>

Four categories did not relate directly to any of the ten identified challenges, and therefore were excluded from the above table. These included a call for the integration of horse riding into the LCWIP; concerns relating to bicycle security, theft and crime rates; the suggestion to inform the development and implementation of the LCWIP using examples from other countries; and need to address rights of ways issues. These are presented in table 6.

Table 6: Comments raising additional challenges not yet considered in the LCWIP.

Themes	Frequency n [%]		Examples
Integrate horse riding into the LCWIP	8	1.9%	<p>“Why is horse riding not mentioned. Please let us have multi use paths please.” (ID 204)</p> <p>“And the needs of horse riders should also be included.” (ID 787)</p>
Address crime rates / theft	17	4.0%	<p>“Bicycle storage needs to happen as theft of bicycles is one of the biggest threats to bike ownership, most bicycles are a minimum of £500 and to have no secure places to park means that you can’t go about your day without the chance of having to walk home. I have visited Edinburgh and they have bicycle garages in replacement of 1 car parking space in areas which offer secure parking” (ID 424)</p> <p>“I think the challenges are fine but do consider more than the actual journeys taken by bike. Your comments in the 'current situation' documents suggest there is reasonable bike parking but, in my opinion, it is barely reasonable and, more often than not, it is not really secure parking.” (ID 864)</p>
(In-)ability to cycle/ lack of knowledge of rules and routes/ Public Growth	23	5.4%	<p>“One of the comments that did stand out was one regarding riders that are new or not confident. I struggled to find anywhere near me that my daughter could learn to ride; to the point I took her to a camp site further north that has an open field especially made for kids to learn. I shouldn’t have to travel miles to find a field for an unconfident child. [...]” (ID 128)</p> <p>“It is important that this can be done safely, especially cycling. More training/refresher courses. for all, free of charge or at a low cost, is important” (ID 438)</p>
Accessibility / equality across county	10	2.4%	<p>“Do these include the challenges disabled face? Like trying to access public transport, including stations; like paths and kerbs that are uneven, or too high and make our routes longer and more arduous?” (ID 726)</p> <p>“All developments to include good, connected, infrastructure for cycling and walking, not forgetting those on mobility scooters and those pushing prams.” (ID 943)</p>
Support access to bikes/ address affordability	3	0.7%	<p>“Obesity and related comorbidities affect a majority of BAME communities due to genetic make-up along with food and lifestyle choices. This would vastly reduce if this cycling scheme was made available with opportunity to buy cheaper bicycles and provided with lessons to learn to ride” (ID 66)</p> <p>“Affordable practical bicycles. Think of the standard Amsterdam bicycles with dynamo lights front and rear mudguards for rain. Dropped crossbar vertical(comfortable) driving position. Chainguards and spoke guards enable commuters to cycle in an upright position whilst wearing work clothes inc. Skirts/dresses. Baskets and racks for transporting stuff.” (962)</p>

Table 7: Comments raising additional challenges not yet considered in the LCWIP. (continued)

Themes	Frequency n [%]		Examples
Use examples from other countries	3	0.7%	<p>“Maybe you should speak to the Dutch who have successfully banned cars from some cities” (ID 192)</p> <p>“We need to look at other countries that have high numbers of cyclists.” (ID 494)</p>
Address rights of way issues	4	0.9%	<p>“Please do not allow obstructions to rights of way on St. Mary's Lands Warwick. Please erect signposts to rights of way.” (ID 76)</p> <p>“You need to improve the public footpaths and bridleways to make them more usable. Rights of way not yet on the definitive map need to be added so their legal status is secured.” (ID 493)</p>

Comments that did not particularly relate to any challenge or category or were mentioned rarely were summarised in the category entitled ‘other’, and responses from 19 (4.5%) respondents were included. These comments included views on:

- Cargo bike deliveries may be obstructing pavements
- Highlight interdependencies of challenges, add partnership working opportunities
- Mention how LCWIP can influence cost of living
- Challenges lack robustness, need underpinning actions and a deliverables plan
- Prioritise challenges, consider fewer challenges
- Develop a communication plan to share key info with public
- Add ‘park and ride’ facilities
- Retain green spaces
- Address volume of traffic
- Support cyclists to keep their bike roadworthy
- Lack of space to store bikes at home
- Wants to see immediate action

COMMENTS ON THE OPPORTUNITIES

Opportunities were commented on by 271 (26.3%) respondents, of which 51 (18.8%) provided feedback that seemed to be unrelated to the opportunities presented. These comments can be summarised by the following topics:

- The need for measurement of the progress towards the opportunities.
- The need for a definition of cycle ways (painted lanes are deemed as insufficient).
- The need for the translation of the LCWIP into practice with tangible results, and scepticism of whether this will actually happen.

- Clarification on potential sources of funding and suggesting reallocating funding from infrastructure for cars towards cycle- and walkways.
- The need for transparency and honesty during the whole project, and increasing the scope of the project to be more ambitious
- Highlighting bias towards cycling over walking, and bias towards urban over rural areas.
- Scepticism as to whether the new cycle- and walkways will be used as intended.
- A criticism a planning officer from Rugby.
- Highlighting a lack of space on Nuneaton highways.
- Criticising new housing developments across the county.
- Highlighting specific areas in need for development or maintenance (Lucy's Mill Bridge; A3400; lack of a crossing on Coventry Road Coleshill), and asking for specific cycle routes (railway embankment on Princes Drive in Leamington).
- Stating intentions to cycle and walk more if the LCWIP was implemented
- Highlighting other unrelated environmental threats, and unrelated solutions to contribute to a sustainable future.
- Suggesting collaborations with people who have changed the cycling and walking infrastructure elsewhere.

Comments on the presented opportunities were coded into 23 categories and grouped according to the challenges they relate to. While 24 (8.9%) respondents were agreeing to all opportunities (*"These are all really good - thumbs up from me"* (ID 196)), comments were most often associated with challenge 4 relating to 'Health and Wellbeing', challenge 7 on 'Historic Towns and Spaces', and challenge 5 relating to 'Safety'. In particular, the themes 'Creating Healthy habits/ Health benefits', 'Safer Streets/ Routes', and 'More public transport options' were featured most often with 43 (15.5%), 36 (13.3%) and 31 (11.4%) comments. Table 7 summarises each theme and the number of respondents commenting on this theme, along with an example.

Table 7: Comments relating to the opportunities of the LCWIP relating to each identified challenge.

Themes	Frequency n [%]		Examples
Opportunities relating to COVID-19 and the impacts on health, travel and economy			
none			
Opportunities relating to Climate Change and Air Quality			
Environmental benefits	29	(10.7%)	<p>“Fantastic opportunity to reduce vehicle use, reduce air and noise pollution whilst promoting health.” (ID 750)</p> <p>“With regard to the promotion of the use of Low Emission vehicles, I am concerned that emissions are only considered from the vehicle itself and NOT at the source of the power that is used. Please ensure that Warwickshire does not achieve its aims simply by promoting Battery Powered Electric vehicles, who's emissions occur and harm the environment at the point where the power to recharge batteries is generated. This is just moving the problem out of Warwickshire. The Strategy MUST target reducing vehicular travel, not switching to different types of vehicular travel (of dubious environmental benefit).” (ID 1029)</p>
E-bikes /E-scooters	13	(4.8%)	<p>“Definitely look at how scooters can be integrated into the town. I really believe they are the way forward” (ID 185)</p> <p>“I do not agree with provision of electric scooters which are a danger to pedestrians” (ID 413)</p>
Opportunities relating to Population growth (including increases in older and school age populations) and associated pressures on highways and local services			
Social benefits/Community Power	14	(5.2%)	<p>“Health and Wellbeing, only cycling and walking is recognised here. We should also be looking at other factors that improve this, such as: [...] More community activities that promote great community and belonging” (ID 423)</p> <p>“In all of these, local engagement is also an opportunity.” (ID 914)</p>
Address inequality	9	(3.3%)	<p>“Huge opportunities to make big positive changes and make life easier for wheelchairs users, parents with pushchair etc. Wheelchair users get forgotten between walkers and cyclists” (ID 726)</p> <p>“The community at Meon Vale is very disappointed with the quality of the extended cycle way through Meon Vale. [...] The crossing points at roads do not have dropped kerbs and cannot be used by people with mobility scooters. Parents with buggies and young children on bikes and scooters find them difficult to use.” (ID 987)</p>

Table 7: Comments relating to the opportunities of the LCWIP relating to each identified challenge. (continued)

Themes	Frequency n [%]		Examples
Opportunities relating to Health and wellbeing – particularly physical inactivity and obesity			
Creating Healthy habits/ Health benefits	43	(15.5%)	<p>“If these challenges were mitigated it would be the most cost effective way“ (ID 690)</p> <p>“A better network will offer the opportunity to reduce reliance on cars. Where possible a safe route to schools would reduce the drop-off impact in the area and provide an associated health benefit.” (ID 1005)</p>
Opportunities relating to Safety – perceptions of safety and actual risk			
Road training and advice for all road users	11	(4.1%)	<p>“Consider addition of cycle training for adults as well as children [...] (ID 913)</p> <p>“The provision of more training for pedestrians, cyclists and drivers could be accompanied by public advertising to reinforce the messages.” (ID 781)</p>
Bike storage	9	(3.3%)	<p>“Provide more 'secure' cycle storage areas in town (not tucked away where thieves can have enough privacy to cut locks)” (ID 455)</p> <p>“Can you ensure parking space for tricycles and bigger bikes carrying children or for trailers.” (ID 661)</p>
Separate Cycling routes	10	(3.7%)	<p>“Safety is a really big one for everyone involved. Please separate cyclists, drivers and pedestrians wherever possible and put protections in place for each group. My cycle to work each day is rendered hideous by having to dodge children, parents and recreational runners/walkers who prefer to use the apparently dedicated cycle path over and above the footpath situated less than a metre away.” (ID 307)</p> <p>“Clearly marked and separated cycle lanes and foot paths (e.g. the shared cycle and foot path all the way along the Birmingham Road in Stratford upon Avon is a good idea, but in practice, when there are a lot of pedestrians, it gets dangerous for pedestrians and cyclists to use them at the same time - as the lane is merged and not separated).” (ID 444)</p>
Safer streets/routes	36	(13.3%)	<p>“Safety for women, children and those most vulnerable need to be addressed. (ID 868)</p> <p>“I think a lot needs to be done to improve the cycle path/lane infrastructure. Sometimes there is a small section of cycle path which then runs out and leaves the cyclist on a busy road and potentially more dangerous position than if they has stayed on the road. Some cycle paths force the cyclist to keep crossing to other sides of the road. Painted on cycle lanes seem a little pointless as car drivers mostly ignore them and can trap the cyclist on the left when they actually want to turn right at a junction or roundabout which can then cause safety issues.“ (ID 935)</p>

Table 7: Comments relating to the opportunities of the LCWIP relating to each identified challenge. (continued)

Themes	Frequency n [%]		Examples
Opportunities relating to Public transport – access, frequency and flexibility			
More public transport options	31	(11.4%)	<p>“Public transport has to link all the urban centres together not just the main routes. Maybe a hop on hop off service like you get in the new forest” (ID 134)</p> <p>“Carriage of bikes on public transport is a great idea. Please also consider dogs.” (ID 587)</p>
Opportunities relating to Historic towns and spaces – constraints on highway space and need for compromises in design standards and additional approvals			
Well maintained streets	7	(2.6%)	<p>“Encouraging cycling and walking will actually save money overall. Less road maintenance. [...]” (ID 230)</p> <p>“My child did get a bus until construction work blocked the only bus stop. Cheers for that. He tried to cycle but the route is full of overhanging branches, litter and potholes. The route to the local primary school is overgrown on every single walkway. Even when trying to walk, unless we try to kill ourselves walking down the main road on a narrow footpath with overgrown branches or crossing on a blind bend it’s not safe.” (ID 554)</p>
Address parking issues	12	(4.4%)	<p>“Reducing on street parking is a very good opportunity. HOwever in the housing development opposite us the planning permission was granted despite there not being sufficient off street parking identified for the number of dwellings being built. This would need to be more effectively enforced.” (ID 80)</p> <p>“Stop parking on pavements so walkers and the disabled can use them” (ID 738)</p>
Greenspaces/Public Land	8	(3.0%)	<p>“Public land should be preserved and protected for use by residents for walking and other well being activities.” (ID 76)</p> <p>“With the expansion of housing in North Warks we must protect and enhance the local routes that are already present to give a green infrastructure and alternative routes for persons visiting and resident in the area to enjoy the open spaces that are left, countryside and alternative transport routes within the area” (ID 999)</p>
More Pedestrianised areas in towns	12	(4.4%)	<p>“I would advocate for re-pedestrianising The Parade again. It created a much nicer, more relaxed, atmosphere in the town centre compared to now.” (ID 72)</p> <p>“As mentioned, I have experienced first hand what increasing cycle routes and pedestrianisation has done for mine and my childrens health as well as the positive impact on the community and environment in Waltham Forest (Leytonstone)” (ID 633)</p>

Table 7: Comments relating to the opportunities of the LCWIP relating to each identified challenge. (continued)

Themes	Frequency n [%]		Examples
Opportunities relating to Historic towns and spaces – constraints on highway space and need for compromises in design standards and additional approvals			
More routes between key towns/Places	28	(10.3%)	<p>“I actually find that some of the more dangerous roads to cycle on are through the countryside. Urban areas generally have things in place but on country roads (some of which are quite narrow), cars race around corners at high speed. More dedicated cycle routes through the countryside would be a massive plus. This is very important for encouraging families to cycle as well.” (ID 314)</p> <p>“We also need to ensure that cycle paths meet up, because with gaps they are dangerous and pointless.” (ID 579)</p>
Opportunities relating to Access to jobs and services – and need to promote equality and to rebalance rural and urban opportunities			
Boost tourism	7	(2.6%)	<p>“Make green tourist features of historical sites” (ID 125)</p> <p>“Not just the rural tourist economy for walking and cycling activities for days out/short breaks, but towns as well. I can see a slogan for Rugby Tourism, 'Stay 3 days, take 3 rides in Warwickshire's countryside!'” (ID 913)</p>
Job/volunteering opportunities	14	(5.2%)	<p>“As a keen mountain bike Instructor, surely someone like me should be approached to give an input, also walking routes / footpaths should be maintained, or more volunteers being recruited to maintain footpaths and mountain bike trails.” (ID 54)</p> <p>“There is demand from the village for such routes that link through villages such as Binton and Luddington to those 3 larger communities. These would provide significant employment and economic benefits for the rural community as a whole.” (ID 1009)</p>
Economic benefits	16	(5.9%)	<p>“Currently the houses a 5–10-minute walk from the town centre are very expensive and popular. With safe cycle lanes a 5–10-minute cycle is just as easy but would cover a much larger distance and would cover most of the new build houses on the outskirts of town which are too far to easily walk.” (ID 98)</p> <p>“Closing the roads off to promote cycling and walking will NOT work, it will kill the high streets and make it inconvenient to visit because you will be forced to ditch your vehicle, what needs to happen is everything (bicycles/pedestrians/cars etc) needs to have access and needs to work in harmony along side each other to allow for equal opportunities and will help keep congestion low too.” (ID 424)</p>

Table 7: Comments relating to the opportunities of the LCWIP relating to each identified challenge. (continued)

Themes	Frequency n [%]		Examples
Opportunities relating to HS2 and major infrastructure projects – impacts of construction and development			
No benefits of HS2	8	(3.0%)	<p>“HS2 will be so expensive and far outside of rugby that it won’t be worth having public transport links” (ID 720)</p> <p>“We are extremely angry about the impact of HS2 and the destruction of our local area. This is a prime example of badly planned infrastructure. HS2 will be of no benefit to our area where it just passes through! By the time it is ready people will have moved over to electric vehicles in the majority of cases.” (ID 805)</p>
Opportunities relating to Lack of funding			
Create partnerships	28	(10.3%)	<p>“Beware of developer funding. Developers often seek unwelcome concessions for extra funding and diminish the quality of our built environment for a little extra profit.” (ID 510)</p> <p>“Funding - there is no reference here about communities inspecting, maintaining or assisting with the local 'assets'. I think this is a missed opportunity.</p> <p>Also, there should be HS2 mentioned explicitly - there is funding/match-funding for suitable schemes” (ID 656)</p>

Two response categories were not directly related to the presented challenges and opportunities:

- Keep the bigger picture of transport in mind (n= 3; 1.1%)
- Integrate other modes of transport (n=7; 2.6%)

Comments on opportunities that were mentioned rarely and therefore could not be grouped into a meaningful category (n=30; 11.1%) are presented in the below list:

- Adapt towns centres to embrace the change in residents needs
- Provide bike/scooter hires and consider cargo bikes for deliveries
- Increase biodiversity of wildlife through green routes
- Create leisure facilities, promote cycle to work schemes
- Voicing disagreement with funding opportunities, and cyclists should pay road tax
- Opportunity to collect donations on of old bikes, fixing and resale through the council
- Enforcement of use of cycle lanes
- Improve future development standards
- Office attire doesn't always match cycling need
- Build 'Park and Walk' opportunities
- Reduce noise pollution through walking and cycling, and reduce the number of cars owned
- Section 5 reads as too vague, and challenges and opportunities need prioritising and collating
- To facilitate walking and cycling, shops in walking distance and an increase in public advertising and signposting of walking and cycling routes are needed
- Working from home can reduce traffic

FURTHER COMMENTS ON CHALLENGES OR OPPORTUNITIES

Further comments relating to the challenges and opportunities were invited and provided by 296 (28.7%) of respondents. Comments that were unrelated to the challenges and opportunities accounted for 9.1% (n=27) of comments, and thematised:

- The need for further development (e.g., 5G broadband, linked traffic control, total traffic modelling) and consideration of how automation is influencing the economy
- Address idling engines
- Criticism of the attitude of councillors, a local MP, capitalism, a local cycling group, and the inaccessibility of schools
- Calling the LCWIP a vanity project
- Anticipates changes in government priorities, which is affecting the LCWIP

- A plea to not raise council tax
- Embrace the change in town centres
- Add charging stations for electric vehicles
- Requesting financial support for owners of electric vehicles
- LCWIP documentation is too detailed
- Increase the levels of active travel within WCC
- Promote car shares
- Raise awareness of plastic pollution and implement stronger penalties for pollution to the environment
- Reallocate WCCs project funding priorities
- Stop HS2 construction and stop the destruction of green areas
- Put cycle lanes on roads; reduce pavement width on wide pavements and give cyclists right of way across junctions where paths are on pavement

Amongst the remaining comments and in line with the previous paragraphs, respondents most often voiced their concerns relating to the safety of current and future walking and cycling routes, including issues relating to car driver behaviour, theft, and aggression (n=50, 16.9%). This was followed by respondents raising additional routes for consideration under the LCWIP, and the need for a cohesive route network that enables all residents to cycle or walk for transportation efficiently (n=48, 16.3%). Closely related to safety concerns is the category 'Policies to reduce traffic and speeding', which was mentioned 36 times (12.2%) and encourages the council to take a harder stance against the levels of traffic and driving offences. All 21 categories are summarised in Table 8.

Table 8: Additional comment to the challenges and/or opportunities of the LCWIP.

Themes	Frequency n [%]		Examples
Inclusivity	11	3.7%	<p>“Passengers who use wheelchairs [manual and powered] buggies [all sizes of pushchair], mobility scooters and Walkers [Rollators] must be included and not assumed or presumed they will manage with the words and suggestions you are making. They might not and often will not, but they are part of the LCWIP.” (ID 416)</p> <p>“[We] would suggest that inclusivity needs to be highlighted here and that a major challenge is that all our walking and cycling networks should be accessible to those in wheelchairs or using other modes (such a buggies, skateboards, electric bikes, scooters, tandems, trailers and so forth.)” (ID 969)</p>
Biodiversity/Wildlife	7	2.4	<p>“Something about biodiversity conservation. For example, there are many reserves surrounding Leamington managed by Warwickshire Wildlife Trust. One of their aims is to get people who wouldn't usually visit a reserve to a reserve. An opportunity could be to get more people to these reserves.” (ID 216)</p> <p>“Extremely disappointed that you haven't mentioned the benefits for biodiversity. These routes could be made wildlife friendly and act as wildlife corridors” (ID 527)</p>
Keep bigger picture of transport in mind	11	3.7	<p>“Strike a realistic balance between providing for motorised transport (unfortunately the modern life enforced major mode of transport) and cycling and walking. Cycle lanes are a reasonable idea when deployed intelligently but there have been many cases where swathes of 'useful' road has been sacrificed to make seldom-used cycle lanes.” (ID 70”)</p> <p>“An opportunity is improve the integration of transport systems into cycling and walking” (ID 466)</p>
Policies to reduce traffic and speeding	36	12.2%	<p>“Traffic laws not being enforced by the police, parking rules not being enforced the council. There's no point getting more people to walk or cycle if when drivers endanger us nothing is done or when cycle lanes or pavements etc are blocked nothing is done.” (ID 467)</p> <p>“There is a lot of speeding of cars, narrow pavements with cars parked on them and nothing is done about this. I would not even know who to contact about this.” (ID 778)</p>
Address rights of way	8	2.7	<p>“Make clearer access to walking routes cross country.” (ID 661)</p> <p>“Covid gave the opportunity for more people to explore beyond the A46. However, many people had no experience in following rights of way. Similarly, the footpaths were discovered by cyclists having no realisation of the difference between permitted use of bridleways but not footpaths.” (ID 810)</p>

Table 8: Additional comment to the challenges and/or opportunities of the LCWIP.

Themes	Frequency n [%]		Examples
Keep cycle lanes separate	12	4.1%	<p>“The most important thing is to separate walkers from cyclists from road users. Drawing a white line on a road doesn't make a cyclist safe if a bus or lorry needs to use the 'cycle lane' to simply stay on their side of the road.” (ID 213)</p> <p>“Cycle lanes have to be segregated, shared use does not work, a white line on a road does not work, a dirty glass strewn kerb does not work, and cars using them as an extra car park does not work.” (ID 461)</p>
Changing habits	14	4.7%	<p>“Encouraging more people to make small changes e.g. fitness walks that are all inclusive of abilities” (ID 498)</p> <p>“Residents attitudes towards change and car use. Getting people to go along with change is the hardest thing.” (ID 706)</p>
Add bike storage	13	4.4%	<p>“An aspect of safety, which doesn't seem to be a current priority, is the provision of safe cycle parking, ie where the bike is very unlikely to be stolen or tampered with. I'm very unlikely to use my bikes for shopping etc, because there is nowhere in Kenilworth that I'd feel comfortable leaving them, even for a short time.” (ID 60)</p> <p>“I would be very wary of leaving a bike unattended in any area of Warwick even if it was locked. We need secure facilities for leaving bikes unattended but more importantly a more visible police presence to deter thieves. We also need the police to investigate bike theft as a serious crime if reported.” (ID 822)</p>
Make use of cycle lanes mandatory	5	1.7%	<p>“The biggest challenge has to be getting cyclists to use the existing cycling lanes.” (ID 696)</p> <p>“Cyclist must use cycle paths where available, they must wear high viz /helmets at all times, they should not cycle on roads that have a speed limit in excess of 30mph, cycle paths must be provided here” (ID 885)</p>
Provide all road users with education and training	22	7.4%	<p>“Uneducated road users - there have been many new cyclists emerge from the pandemic that don't realise they should not be cycling on the pavement. I see many cyclists on the pavement when the road next to the pavement has little traffic and is very safe to cycle on. It is important that cyclists are educated.” (ID 379)</p> <p>“Educating car users to be courteous to walkers and cyclists. Educating both cyclists and walkers to be more aware of other users” (ID 926)</p>

Table 8: Additional comment to the challenges and/or opportunities of the LCWIP. (continued)

Themes	Frequency n [%]		Examples
Safety Concerns	50	16.9%	<p>“Key is to create safe destinations for people to travel to” (ID 251)</p> <p>“Safety should be prioritised. Vehicles should be controlled by licenced drivers - including (but not limited to) [...] push bikes, motorised scooters, disability scooters (all be they four wheeled). If you are a path/road used by others, you should prove you are safe.” (ID 681)</p>
Address parking issues	15	5.1%	<p>“Cycle paths should be kept clear of vehicles, including those which are parked, and clear signage should be maintained.” (ID 62)</p> <p>“Pavement parking has become a real problem. More needs to be done to combat this including on road designated painted parking areas and infrastructure (bollards etc) to stop cars accessing the pavement.” (ID 896)</p>
Extend public transport options	19	6.4	<p>“In my view, the biggest challenge faced by those wishing to encourage greater active travel is the positive perception of cars - car ownership facilitates the most comfortable and convenient mode of transport; it's not cheap, but a lot of the cost (purchase, insurance, etc) is paid separate to the journey cost (fuel), such that the former is forgotten when making comparisons with public transport tickets, and also the per journey proportion of the up-front costs is reduced the more the car is used; if public transport was free or cheaper for more people on some/all days and/or had up-front flexible buy-in-bulk ('smart'?) tickets then that might make a difference” (ID 285)</p> <p>“Affordances for carriage of bikes on busses in urban areas (in addition to rural routes) should be added.” (ID 309)</p>
Change Road layout/ maintain roads and routes	24	8.1%	<p>“Ongoing maintenance costs for pedestrian and cycling infrastructure are lower than for standard roads. As more active transport infrastructure is installed and used, the strain on roads will also be reduced, bringing long terms costs down further.” (ID 1030)</p> <p>“Ensure that new cycle paths are actually suitable for cyclists as too often they are not.” (ID 485)</p>
Funding concerns	12	4.1%	<p>“Recession. Lack of spare leisure money.” (ID 577)</p> <p>“You should add to opportunities in Lack of Funding, being more open to seeking funding from other organisations.” (ID 927)</p>

Table 8: Additional comment to the challenges and/or opportunities of the LCWIP. (continued)

Themes	Frequency n [%]		Examples
Attitudes towards cyclists and pedestrians	18	6.0%	<p>“It would be helpful to have a challenge relating to changing attitudes to walking and cycling, to include attitudes amongst drivers as well as potential walkers and cyclists. Anyone visiting Holland will know that cyclists and walkers are given priority over motorists, and this attitude is embedded in motorists and other road users alike. This is a change encouraged and fostered over the past 50 years. There is a nod to this challenge under the safety challenge, but it is too hidden” (ID 370)</p> <p>“The lacking police presence and negative stigmas behind cyclists and pedestrians from drivers are significant challenges for the council, which can be addressed through extra council funding and by raising awareness through social media and other campaigns.” (ID 419)</p>
Asking for specific routes/ an increased route network	48	16.2%	<p>“What limited cycle infrastructure there is works fine but there are huge weaknesses at many junctions where there is no continuation. Travelling from one end of Warwick to the other needs me to travel out of the way, cover far more distance than the road would take me, dismount 3 times and walk about 10 minutes. All of this while mixing with pedestrians, parked cars and hostile drivers. It just feels like the council has done the minimum to meet a quota and not finished the project. We could have a good system with some more attention to St John's, Northgate, Castle Lane, Stratford Road” (ID 259)</p> <p>“To ensure cycle routes take the shortest to route and are joined up. Should also be given priority at junctions” (ID 613)</p>
Emphasizing (mental) health benefits	6	2.0%	<p>“You talk about physical health. Mental health too is improved by outside space” (ID 185)</p> <p>“Also why aren't you mentioning mental health - being outdoors in nature has been proven to help with mental health issues.” (ID 527)</p>
Pedestrianize more areas	7	2.4%	<p>“Historic towns are crying out for more pedestrianisation and less cars in the centre. There's less overall space and the casual car user has no business being there. Take away the convenience of the car and people will use them less.” (ID 510)</p> <p>“Car exclusion zones around schools, permits required to bring children to school in a car for those who can't walk or cycle” (ID 708)</p>
Integrate alternative modes of transport into the plan	7	2.4%	<p>“Providing more safer accessible of road riding for horse riders” (ID 89)</p> <p>“Safe places for dog walkers to let their dogs run free without the risk of getting out onto the main roads.” (ID 898)</p>

Table 8: Additional comment to the challenges and/or opportunities of the LCWIP. (continued)

Themes	Frequency n [%]		Examples
Consider collaborations	13	4.4%	<p>“There are a lot of groups looking to support these initiatives across the county. They are looking to convert old railway lines into greenways. There are a lot of quick wins here which would make it much easier to support the overall plan and demonstrate a need.” (ID 348)</p> <p>“Working with house builders on designs for new developments is important with proper cycle lanes and paths integrated in planning as mandatory. Working with Schools to encourage walking and cycling is important to reduce parking and congestion for residents in urban areas. The council needs to work with local employers to encourage greater use of cycling and walking. The bus services will need to be consulted and integrated into the plans. I have had a report from a resident recently who cycles to work but when they got a flat tyre the bus driver wouldn't let them on with the bike to get back from Warwick to Leamington - there were only three people on the bus!” (ID 1013)</p>

Comments summarised under the category 'Other' (n= 57, 19.3%) included:

- Bias of the LCWIP towards urban areas
- Increase tourism
- Consider e-scooters
- Promote cycling events
- Provide places for bike maintenance
- Accept highway code for bikes
- Action is needed following this consultation
- Add play equipment or playgrounds
- Address affordability and cost of living, and consider impact on quality of life
- Provide bike renting opportunities
- Highlight that LCWIP can result in calmer enjoyable streets
- Questioning the capability of Highways to implement all schemes, and asking for more involvement from Highways
- Change layout of towns, stop investing in town centres, provide more and wider pavements, highlighting that existing roads are not wide enough
- Opportunity to connect communities through these routes, and generate pride in communities
- Highlight the opportunity for engagement opportunities and consult with children
- Create jobs in smaller towns to encourage active travel
- Cycle to school/work schemes and park and ride facilities needed
- New housing developments cause too high demand on town centres, new developments need to be close to shops
- Plea for the implementation of the LCWIP without disruptions
- Criticising the LCWIP's lack of ambition
- Promote charging stations for electric vehicles
- Manage challenge of changing governments and interests/priorities, strong political leadership needed to implement the LCWIP, support from national government needed
- Consider road maintenance as part of community service
- Pleasant routes needed, preserve greenspace
- Promote the use of rural footpaths, walks around Wellesbourne, existing routes
- Respect the privacy of residents
- Suggesting bike traffic lights
- Use cost of fuel to promote cycling
- Install water refill points
- Criticising that North Warwickshire is not adequately considered

PART II OF THE LCWIP – EVIDENCE AND NETWORK PLANS

This part of the survey asked questions about Part II of the LCWIP, which sets out the proposed network plans for walking and cycling in Warwickshire and provides the evidence and

information that was used to develop these. The complete plans relating to Part II, split by each district or borough, can be found on the following pages:

- North Warwickshire Borough:
<https://api.warwickshire.gov.uk/documents/WCCC-1615347118-707>
- Nuneaton and Bedworth Borough:
<https://api.warwickshire.gov.uk/documents/WCCC-1615347118-709>
- Rugby Borough: <https://api.warwickshire.gov.uk/documents/WCCC-1615347118-708>
- Stratford-On-Avon District:
<https://api.warwickshire.gov.uk/documents/WCCC-1615347118-712>
- Warwick District: <https://api.warwickshire.gov.uk/documents/WCCC-1615347118-713>

DATA OR INFORMATION SOURCES USED TO INFORM THE LCWIP

A range of different data and information sources was considered when developing the proposals. These are summarised in Appendix II.

COMMENTS ON OTHER SOURCES THAT SHOULD BE CONSIDERED

Respondents were asked whether they have suggestions for additional data sources that should be considered. A total of 792 (76.8%) responses to this question were received, of which more than half were unsure (n=432, 54.5%), about a quarter of respondents had no suggestions (n=185, 23.8%), while just under a quarter (n=175, 22.1%) proposed additional sources of data and information. Three respondents ticked yes but didn't provide any suggestions. The 19 (10.9%) unrelated answers to this question included:

- Review access for campervans
- Appreciated visit of a LCWIP representative
- Reporting that cycling clubs using the straight mile (A45) for races
- Don't build houses where there are not walking/cycle routes
- E-scooters are dangerous
- Describes self as being scared of using specific routes
- Requesting an upgrade for Lucy's Mill bridge
- Requesting more pavements
- Review accessibilities of all routes
- Support Health and Care Services (unclear how)
- LCWIP survey is too lengthy
- Use common sense
- When building routes, value the privacy of residents
- Advising caution when consulting Nuneaton and Bedworth Cycle Forum
- Asking about mode of PTC

- Asking for transparency of all data and how exactly it was considered

All suggested data sources or measures were grouped into categories, along with the frequency of each individual source suggested. This is presented in Table 9.

Table 9: Suggestions for additional data sources to inform the LCWIP.

Themes	Frequency n [%]	Specific Source	Frequency of each source n [%]		
			n	[%]	
CCTV cameras	4	2.3%	Public CCTV	1	0.6%
			Cycling Dashcams	3	1.7%
Feedback from specific groups and associations	35	20.0%	Equestrian Organisations	5	2.9%
			Cycling Clubs	13	7.4%
			Walking Groups	8	4.6%
			Sustrans	5	2.9%
			Other (incl. Bikeability; Churches, Charities, community groups, cycle to work schemes (cyclescheme; lovetoride), large employers, National Grid, Living streets, Campaign for better transport, other Councils)	15	8.6%
Crime data	4	2.3%	Theft	1	0.6%
			General crime rates	3	1.7%
Traffic-related data	15	8.6%	Collisions	2	1.1%
			Travel Routes (incl. MOT mileage, STRAVA, Google Maps, WAZE, Garmin, ANPR, traffic surveys)	11	6.3%
			Other (incl. parking, HGV count)	2	1.1%
Health-related data	9	5.4%	Weight status and related conditions and diseases	3	1.7%
			Other (incl. mobility, COVID-19 data, PIP claims, health-related benefits)	3	1.7%
			Unspecified	4	2.3%
Environmental Data (incl. air quality, biodiversity, pollution data)	4	2.3%	N/A		
Review the whole route network (incl. villages and connections between towns)	8	4.6%	N/A		

Table 9: Suggestions for additional data sources to inform the LCWIP. (continued)

Themes	Frequency n [%]		Specific Source	Frequency of each source n [%]	
	n	[%]		n	[%]
Determinants of behaviour change	8	4.6%	Barriers to walking and cycling	4	2.3%
			Other (incl. initiatives to increase walking and cycling levels, motivation)	2	1.1%
			Unspecified	3	1.7%
Review systems in other countries/counties	11	6.4%	Netherlands	6	3.4%
			Other (incl. Germany, Denmark, Sweden/Stockholm)	3	1.7%
			Unspecified	3	1.7%
Review routes around schools	6	3.4%	N/A		
Walking and Cycling journeys	17	9.7%	STRAVA	11	6.3%
			Komoot	3	1.7%
			Other (Google Maps, Garmin, MapMyRide, unspecified trackers,	8	4.6%
Public transport network	3	1.7%	N/A		
Feedback from specific population groups	16	9.1%	Cyclists and pedestrians	2	1.1%
			Other (Bus users, Car users, disabled residents, horse riders, students, school children, landowners, residents in specific areas,	14	8.6%

A total of 33 (18.9%) respondents suggested other sources of data for consideration, which included:

- Consider "BHS Dead Slow campaign statistics, Pollard and Duncan (2020) Equestrian Road Safety in the United Kingdom: Factors Associated with Collisions and Horse Fatalities; and BHS information relating to barriers to equestrian access as horse riders are included in the Active Travel strategy and identified as equal to cyclists in the Highway Code hierarchy of road users. <https://www.bhs.org.uk/go-riding/leaflets-and-downloads/>"
- Implement user testing of all routes
- Review education opportunities
- Census 2011 data is outdated
- Review car club information, highway code
- Review restrictions for dog owners
- Research the benefits of pedestrianisation and the potential for walking and cycling (unspecified)
- Survey people in person (at key locations) to increase the reach of consultation, gather views and local knowledge from (local) residents
- Asking for the analysis to take into account the demographics of residents, such as gender, sexuality, age, religion or belief

- Review geological data (google), tracker data
- Review the walking/cycling surface, road conditions, which public footpaths are blocked currently and inaccessible; and the facilities surrounding routes (toilets, bins, cafes), and signage
- Measure the use of cycling lanes vs. non-use
- Review a petition for pedestrian and cyclist safety to WDC
- Review project such as www.walksaroundwellesbourne.co.uk and the Avon & Arrow Greenway Project, and the Dordon Emerging Neighbourhood Plan

ANY OTHER COMMENTS ABOUT THE DATA AND INFORMATION WE USED

A proportion of respondents (11.0%, n=113) shared further comments to the data sources that were used to inform the LCWIP. However, a large proportion of these comments (n=47, 41.4%) addressed topics unrelated to the question. These comments were summarised as follows:

- Add bike storage
- Add cycle traffic lights
- Additional cycling and/or walking routes are needed
- Voicing one's agreement with proposed routes
- Suggesting collaboration with digital map providers to ensure route directions are accurate
- Complaining about the survey design
- Consideration of how electric vehicle may affect road safety, as they move more silently
- Does not agree with proposed routes
- Highlight the need for routes to be safe
- Include horse riders into plans
- Online information on LCWIP is inaccessible, maps are displayed blurry
- LCWIP cannot tackle health problems alone
- LCWIP is a narrow local government production of bits and pieces to meet a deadline rather than a serious plan integrating everything that impacts on the area and a waste of tax money
- The LCWIP needs to consider longer journeys
- Highlighting that modern developments are not geared towards non-private car living (no facilities nearby)
- Stating that on-road cycle lanes make no difference to cycling directly on the road (without painted lanes)
- LCWIP needs to be tie in with plans for green technology and zero carbon
- Maps are showing that public footpaths are disappearing
- Reduce vehicle speed limit
- Highlighting that LCWIP route maps are inaccurate
- Expressing being hocked by number of casualties and accidents stated in the LCWIP

- Highlighting the need for teaching people of how to read maps
- Highlighting that the town layout needs to change (no more residential vs industrial areas)
- A plea to upgrade Lucy's Mill bridge
- Asking whether the LCWIP will link to national structures

Of the remaining 58.6% (n=66), twelve (10.6%) respondents emphasized their happiness with all data sources that were considered. This was followed by ten (8.8%) respondents encouraging the translation of the LCWIP into practice through a call for action, and in some cases, this was paired with a disbelief that any action will follow. One (0.9%) respondent stated that the data sources were hard to understand for a layperson.

Other respondents assessed the data sources more critically, and highlighted concerns the data summarising road traffic collisions may be inaccurate or skewed (n=6; 5.3%), highlighting a lack of (relevant data) or outdated data (n=8; 7.1%), particularly of the 2011 Census data, and two (1.8%) respondents emphasized the need for the data to be accurate, and in one case, this was referring to travel data collected through mobile phones. In line with this, one (0.9%) respondent highlighted an awareness that data can be easily manipulated. Further critical views were oriented around the LCWIP's lack of in-depth understanding of facilitators of behaviour change and the barriers to walking and cycling (n=4; 3.5%), and three respondents (2.7%) highlighted that building cycling and walking routes may not directly translate into an increased uptake of these modes of transport, and additional means of support or encouragement may be needed to increase demand.

Only very few respondents suggested additional data to be considered or alternative modes of data collection or analysis. These suggestions were:

- Gather feedback from cycling clubs n=1 (0.9%)
- Experience walking/cycling on routes first hand: n=1 (0.9%)
- Assess the state of current routes: n=10 (8.8%)
- Assess rights of way: n=1 (0.9%)
- Assess all routes as a whole: n=3 (2.7%)
- Assess the impact of insufficient public transport: n=4 (3.5%)
- Compare cycling levels to other countries: n=1 (0.9%)
- Present data on the cost of fuel and parked cars, and the economic effects of cycling: n=2 (2.7%)
- Combine data sources for deeper insights (collisions and traffic): n=1 (0.9%)
- Use COVID-19 data to underline the risk for public health: n=1 (0.9%)

- Collect data on cycling experiences during COVID-19 (i.e. less traffic, calmer streets)
- Evaluate most heavily used short journeys: n=1 (0.9%)
- Include statistics around the illegal use of e-scooters: n=1 (0.9%)
- Review the number of new roads compared to the increase in new developments, and the impact on traffic volumes: n=1 (0.9%)
- Review "Walks around Wellesbourne": n=1 (0.9%)

AGREEMENT TO THE INDIVIDUAL WALKING SCHEME ELEMENTS

As the survey progressed, respondents were provided with a summary of the Network Plans for each of the five districts and boroughs in Warwickshire, along with interactive maps that enabled respondents assess the potential impact these routes could have. These Network Plans set out the proposed plans for improving walking and cycling provision. They focus on areas with the greatest potential for short journeys on foot or by bike (up to 2km for local walking trips and up to 10km for everyday cycling trips). The LCWIP provides a high-level overview of proposals for improving the walking infrastructure in Warwickshire. These can be grouped into:

- Core walking zones.
- Walking routes in urban areas.
- Walking routes in rural areas and/or within open spaces.

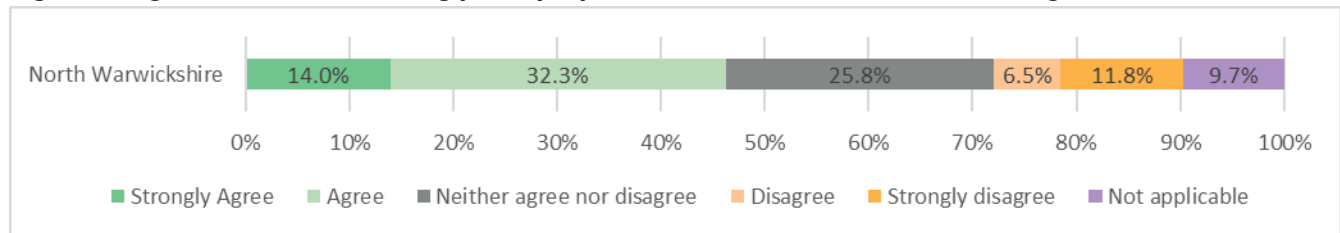
A total of 583 (56.5%) respondents chose to review the plans for the walking infrastructure. Of those, 97 (16.6%), 53 (9.1%) and 73 (12.5%) reviewed the plans proposed for North Warwickshire, Nuneaton and Bedworth or Rugby, while nearly half and a third of respondents reviewed the plans for Warwick (276; 47.3%) or Stratford-on-Avon (n=177; 32.9%).

NORTH WARWICKSHIRE BOROUGH

All walking routes proposed to be implemented in North Warwickshire Borough can be reviewed in Appendix 3. After reviewing the information provided on the survey portal, respondents were first asked to rate their agreement to the proposed plans, prior to being provided with a free-text section to share more detailed feedback.

Of the 97 respondents that reviewed the plans for North Warwickshire Borough, 93 rated their level of agreement. While the majority of respondents (n=43; 46.3%) agreed or strongly agreed to the plans, 17 (18.3%) disagreed or strongly disagreed (Figure 7).

Figure 7: Agreement to the walking plans proposed for North Warwickshire Borough.



Responses from 93 people were included in this figure.

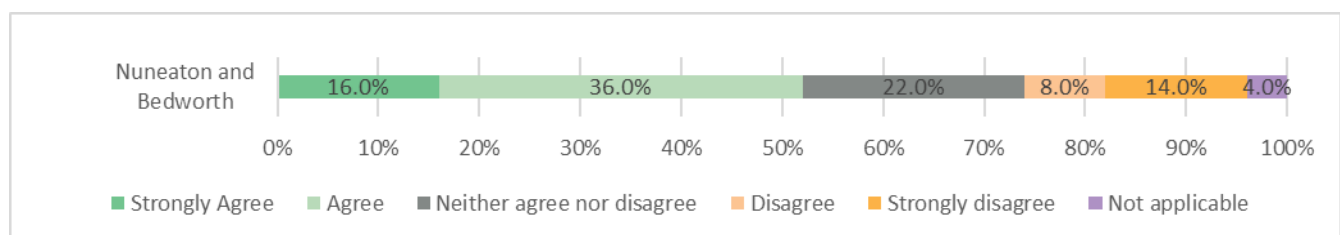
A total of 43 respondents provided comments relating to the proposed plans in North Warwickshire Borough.

- Highlighting the need for separate lanes for cycling and walking: n=2
- Provides routes to/from schools: n=4
- Add additional routes or extend those that were proposed: n=16
- Link routes together: n=5
- Highlighting one particularly useful route: n=6
 - This related to routes A01, A06, A07, A08, X02 and X04
- Criticising that the plans are not ambitious enough: n=4
- Describing the proposed routes as useless: n=5
- Other: n=8
 - Add artwork to routes
 - Air quality needs to be improved to promote these routes
 - Asking to justify plans
 - New routes need to be rights of way
 - Provide access to a certain route
 - Reduce speed limit of cars
 - Stating to refuse to walk because of the devastation HS2 caused

NUNEATON AND BEDWORTH BOROUGH

All walking routes proposed to be implemented in Nuneaton and Bedworth Borough can be reviewed in Appendix 4. Of the 53 (9.1%) respondents reviewing the walking plans for Nuneaton and Bedworth Borough, 50 rated their level of agreement. Of those, 26 (52.0%) agreed or strongly agreed to the plans, 11 (22.0%) disagreed or strongly disagreed, while 11 (22.0%) took a neutral stance (Figure 8).

Figure 8: Agreement to the walking plans proposed for Nuneaton and Bedworth Borough.



Responses from 50 people were included in this figure.

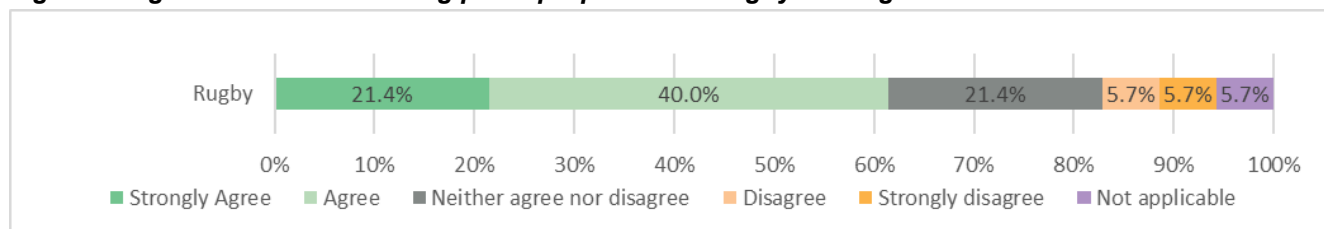
A total of 32 respondents provided further comments on the plans proposed for Nuneaton and Bedworth Borough. These addressed the following topics:

- Plans are reasonable: n=3
- Improve existing routes, ensure maintenance: n=4
- Proposed routes are irrelevant: n=2
- Highlighting safety concerns relating to specific routes: n=2
- Add road signs to routes: n=2
- Ensure routes link together: n=3
- Highlighting particularly useful routes: n=4
- Other: n=8
 - Add dropped kerbs or streetlights
 - Promote use of existing routes
 - Highlighting there are no routes where respondent lives
 - Expressing scepticism that plans will be implemented
 - Address parking issues
 - What happens if routes will not be used?
 - Which areas can dogs be left off leashes?

RUGBY BOROUGH

All walking routes proposed to be implemented in Rugby Borough can be reviewed in Appendix 5. Of the 73 (12.5%) respondents reviewing the walking plans for Rugby Borough, 70 rated their level of agreement. Nearly two thirds (n=43; 61.4%) of the respondents answering this question were agreeing or strongly agreeing to the plans, which stands in contrast with the eight respondents (11.4%) disagreeing or strongly disagreeing to the plans. About a fifth of respondents neither agreed nor disagreed (n=15, 21.4%) (Figure 9).

Figure 9: Agreement to the walking plans proposed for Rugby Borough.



Responses from 70 people were included in this figure.

Comments on these plans were provided by 44 respondents, which addressed the following topics:

- Improve existing routes: n=9
- Separate lanes for cyclists and pedestrians: n=4
- Joined up routes needed: n=8
- Highlighting a particularly useful route (X07): n=1
- Disagreeing with a particular route (Z01): n=1

- Plans are too vague or not ambitious enough: n=8
- Other: n=6
 - Add bins
 - Address skateboarding, improve road signs, provide patrols, address e-scooters
 - Will the blue lines be joined up?
 - Do not pave green routes
 - New routes must be in collaboration with developers
 - Add streetlighting

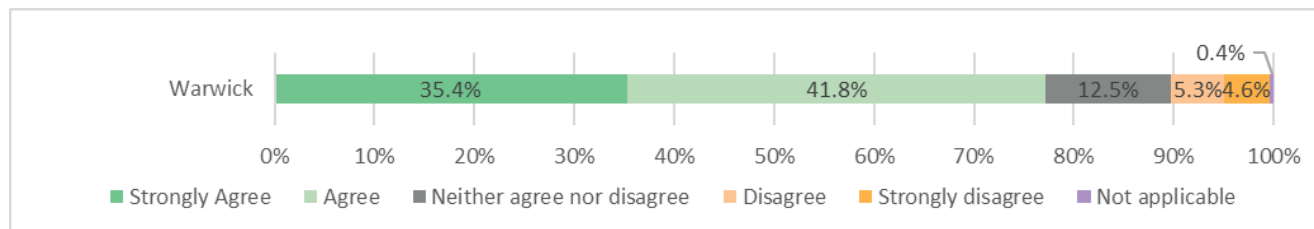
Along with this, three respondents asked specific questions about the routes:

- “It’s not clear what the 'core walking zones' Z05 and Z06 actually involve? Will there be some upgrades made here?” (ID 196)
- “There is already a walking route on Northampton Lane. The map shows the route being moved backwards into a field. As a resident, we are not aware of this. So, what happens to the already existing route. [...] I’m can’t really see what you are doing that is an improvement at all.” (ID 554)
- “How do these differ from existing routes?” (ID 742)
- “How have indices of deprivation and data on health inequalities been used to shape where these plans go?” (ID 787)

WARWICK DISTRICT

All walking routes proposed to be implemented in Warwick District can be reviewed in Appendix 6. With a total of 276 (47.3%) respondents, the plans relating to the walking plans in Warwick were most often reviewed compared to other districts or boroughs. Nearly all of these respondents (n=263) rated their level of agreement with the proposed plans. The proportion of respondents agreeing or strongly agreeing to the plans was highest for Warwick District, with more than three quarters of respondents (n=203, 77.2%) indicating a positive perception of the proposed routes. A (strong) disagreement was voiced by 26 (9.9%) of respondents, and a proportion of 12.5% (n=33) neither agreed nor disagreed (Figure 10).

Figure 10: Agreement to the walking plans proposed for Warwick District.



Responses from 263 people were included in this figure.

Explicit feedback was provided by 124 respondents. This related to:

- Proposing additional routes or extend proposed routes: n=24
- Provide separate lanes for cyclists and pedestrians: n=10
- Against a particular route: n=5
 - This related to W01, W06, Z07, K08
 - the scheme in Woodloes Avenue South that goes nowhere
 - Banbury Road bridge cycle lane
 - Hampton Magna to Warwick
- Highlighting a particularly useful route: n=12
 - This related to W06, W10, K20, K21, K27, L04, L24, L26, L27, L28, X18;
 - Lias line Offchurch to Long Itchington
 - Warwick Town Centre core walking zone
 - Leamington Town Centre as a potential scheme for a core walking area
 - Dale house Lane in Kenilworth
 - cycle/walk route from Finham to Kenilworth
- Plans are not ambitious enough: n=28
- Maintain and/or improve routes: n=16
- Add streetlights: n=3
- Address parking issues: n=6
- Ensure routes are joined up: n=2
- Install road signs: n=2
- Safety concerns: n=15
- Pedestrianize more areas: n=17
- Roads are too narrow for cycling lanes: n=4
- Other: n=9
 - accessibility
 - add seating, toilets, cafés. bus stops, bins
 - consider horse riding
 - decrease speed limits
 - develop code of conduct for shared spaces
 - implementation needed
 - no hard surface on bridleways
 - routes need to be built
 - Walking zones need to be respected by non-pedestrians

Another category related to respondents asking questions about specific routes, which includes comments from four respondents:

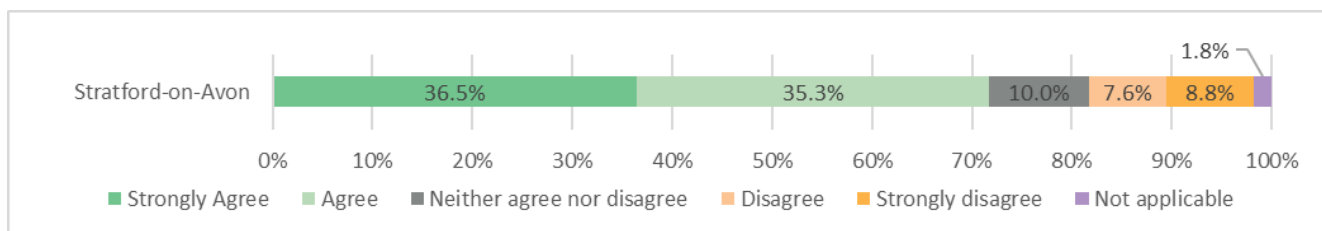
- “What are the plans around places like schools and parks? More zebra crossings? Reduced speed zones?” (ID 309)
- “Warwick walking zone how will this impact people that are not able to walk any distance?” (ID 454)
- “A lot of the walking routes seem to be in areas of new housing. Why are they being included here rather than enforced by planning committees at inception?” (ID 467)

- “It’s unclear what is meant by Warwick town centre. How far does this extend? Does it include Smith Street? [...] The terms are unclear - what does ‘path on open space’ mean? [...]” (ID 751)

STRATFORD-ON-AVON DISTRICT

All walking routes proposed to be implemented in Stratford-On-Avon District can be reviewed in Appendix 7. Of the 177 (32.9%) choosing to review the routes proposed for Stratford-on-Avon, 170 rated their level of agreement with the plans. Agreement levels are similar to those observed for Warwick District, with 71.8% (n=102) agreeing or strongly agreeing to the plans, and 10.0% (n=17) neither agreeing nor disagreeing. A proportion of 16.4% (n=28) disagreed or strongly disagreed.

Figure 11: Agreement to the walking plans proposed for Stratford-On-Avon District.



Responses from 170 people were included in this figure.

Of those 170, 103 respondents provided a comment on the proposed routes, which addressed the following topics:

- Rural locations need infrastructure, not only leisure routes: n=7
- Maintain/ improve existing routes: n=13
- Proposing additional routes: n=35
- Highlighting safety concerns: n=9
- Likes all routes: n=3
- Highlighting a particularly useful route: n=20
 - This referred to routes Bd01, S069, S17, Z10, Z11, X20, X21, X22, X23, X24
 - Extension of the Greenway linking to Bidford, Arrow, Alcester and Evesham
 - Bidford to Stratford?
- Voicing criticism of routes: n=4
 - This related to routes X23, Z11, X21,
 - Walking zones
 - Southam to Ladbroke
- Provide separate lanes/paths for cyclists, pedestrians and drivers of motorised vehicles: n=7
- Ensure all routes are accessible/ inclusive: n=8
- The scheme is not ambitious enough, increase the scope of the scheme: n=28
- Link routes together: n=5
- Pedestrianize more areas: n=5

- Other n=9
 - Add Park and Ride facilities
 - Against pedestrianisation of town centres, because it is limiting accessibility
 - Concerned that only routes in Stratford-upon-Avon will be funded
 - Create a code of conduct for all road users to adhere to
 - Disagreeing with building permission for surgery, highlighting inconvenient location of surgery
 - Oxfordshire is providing much better links
 - Routes go through private property
 - Towns need to be restructured for efficiency of travel

A further category related to specific questions about routes, which was addressed by five respondents:

- “We could do with more details about what the programme/proposed/potential schemes actually involve. For example, this document mentions a programmed scheme to provide an enhanced foot/cycle path alongside the A422 to Wildmoor. Great... but that's the first I've heard of it. Where can I get details of what is planned? Will it connect across the A422 to the land ear marked for development on the opposite side of the road to the Spa (where there is currently no footpath). The existing footpath continues beyond Wildmoor Spa - is this included or not? It's very difficult to comment on whether these plans are good without having links to see what they contain.” (ID 153)
- “Z14 - Little detail what this actually includes.” (ID 255)
- “S19 - I assume this means that the permissive path will become a PROW? Will this mean [that] obligations are placed in ensuring the surface material is of suitable quality for true accessible use?” (ID 787)
- Why is there no attention paid to the east [of] the Stratford on [Avon] district? (ID 953)

AGREEMENT TO THE INDIVIDUAL CYCLING SCHEME ELEMENTS

Similarly, to the above section on walking routes, respondents were presented with information on all proposed cycling routes which were also visualised in interactive maps.

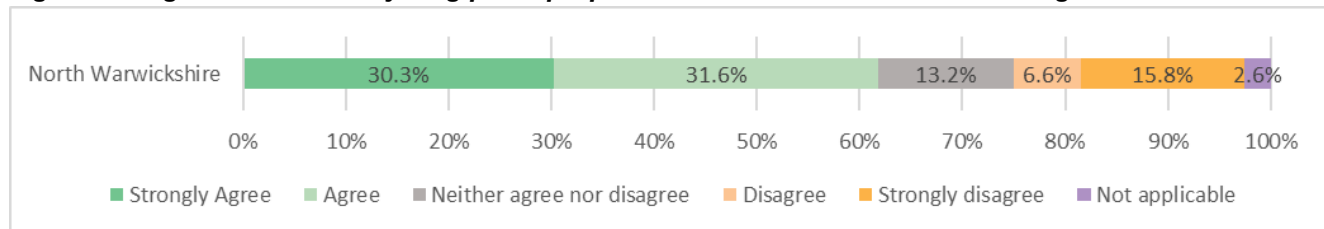
In the context of the LCWIP, a long list of potential cycling infrastructure schemes was identified. Following this, types of measures to provide coherent, direct, safe, comfortable and attractive cycle routes were suggested. These are focused on the areas considered to have the greatest potential for cycling development, and comments relating to the plans in each borough or district are presented in the sections below.

A total of 681 respondents indicated their interest in reviewing the proposed plans for the cycling infrastructure. Of those, 89 (13.1%) reviewed the plans proposed for North Warwickshire Borough, while 58 (8.5%) reviewed the plans for Nuneaton and Bedworth Borough. A proportion of 14.8% (n=101) reviewed the plans for Rugby Borough. The plans for Warwick District were reviewed by more than half of the respondents (n=348, 51.1%), while 221 (32.5%) respondents chose to review the plans for Stratford-on-Avon District.

NORTH WARWICKSHIRE BOROUGH

All cycling routes proposed to be implemented in North Warwickshire Borough can be reviewed in Appendix 8. While 89 (13.1%) respondents reviewed the cycling plans for North Warwickshire Borough, 76 rated their level of agreement with the proposed routes. Of those respondents that provided a rating, nearly two thirds (n=47; 61.9%) agree and strongly agree, 17 (22.4%) disagree and strongly disagree and 10 (13.2%) neither agree nor disagree (Figure 12).

Figure 12: Agreement to the cycling plans proposed for North Warwickshire Borough.



Responses from 76 people were included in this figure.

Comments were provided by 44 respondents, and addressed the below topics:

- Ensure safety of routes/ Voicing safety concerns: n=10
- Improve/ maintain existing routes: n=5
- Plans are not ambitious enough: n=18
- Supporting all routes: n=2
- Separate path/lanes needed for all road users: n=3
- Link routes together: n=4
- Highlighting useful routes: n=9
 - This included routes A01, A02, A03, A04, A05, A06, A07, A08, C01, C03, C05, C08, X02, X03
 - path along the B4114 to Kingshurst
 - stretch along the A446
- Atherstone and the existing cycle network up to MIRA
- connectivity for the existing villages of Polesworth Dordon
- Voicing criticism of routes: n=1
 - This referred to a route from Coleshill to Chelmsley Wood of Kingshurst, which could refer to the programmed scheme B4114 Birmingham Road or potential routes X04, C11 or C12
- Proposing additional routes/ Extension of routes: n=14

- Other: n=8
 - Concerned that WCC will be spending money it doesn't have
 - E-scooters need to be regulated as road traffic
 - Include horse riders into plans
 - If lanes are shared, provide education on shared use
 - Insurance for cyclists needed
 - keep future developments in mind when developing routes

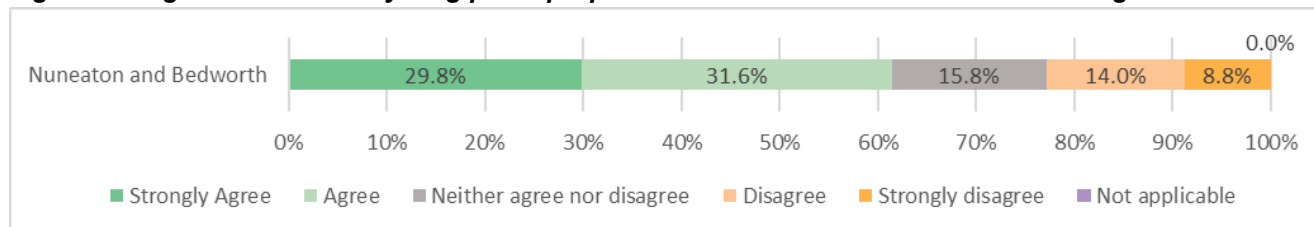
Two respondents asked questions about specific routes:

- “The proposed route from Middleton to Curdworth is already a traffic free walking and cycling route with it being a canal towpath, utilised greatly already. What change is required here?” (ID 45)
- “What's the long-term vision for a connected network of routes? Is there one?” (ID 787)

NUNEATON AND BEDWORTH BOROUGH

All cycling routes proposed to be implemented in Nuneaton and Bedworth Borough can be reviewed in Appendix 9. Of the 58 (8.5%) respondents who reviewed the plans for Nuneaton and Bedworth Borough, 57 rated their level of agreement to the routes. The level of agreement with the proposed cycling plans for Nuneaton and Bedworth Borough are similar to those reported for North Warwickshire Borough, with 35 (61.4%) respondents agreeing and strongly agreeing, 13 (22.8%) disagreeing and strongly disagreeing, and 9 (15.8%) neither agreeing nor disagreeing (Figure 13).

Figure 13: Agreement to the cycling plans proposed for Nuneaton and Bedworth Borough.



Responses from 57 people were included in this figure.

A total of 35 respondents provided further feedback to the cycling routes proposed for Nuneaton and Bedworth Borough, which referred to:

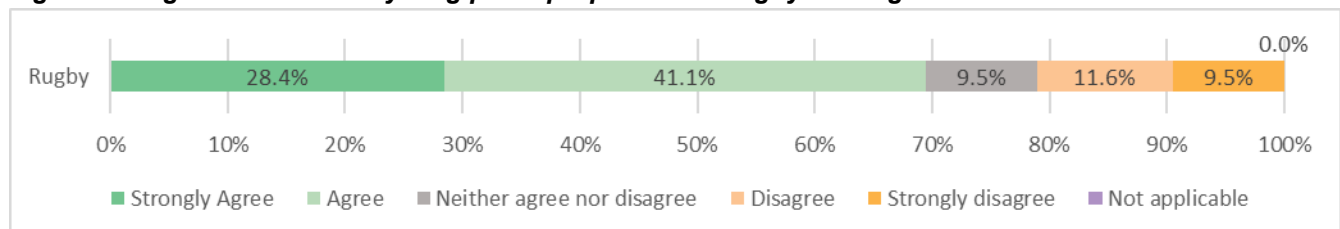
- Proposing additional routes: n=14
- Provide separate lanes/ paths: n=8
- Ensure safety/ voicing safety concerns: n=9
- Maintain/ improve existing routes: n=6
- Plans are not ambitious enough, wrong scope: n=7
- Ensure use of the cycle paths; n=3
- Include horse riders in plans: n=3
- Supporting all routes: n=1

- Highlighting useful routes: n=4
 - This included B01, B07, B08, N23, N24, N25
 - existing cycle route along the A5 Watling Street within Nuneaton & Bedworth borough boundary
- Critical of routes: n=5
 - This refers to routes B02, B03, B04, B05, B08, B09
 - Midland Road and Tuttle Hill
 - B4113 Bedworth/Bermuda
 - B4113 Bedworth Coventry Road.
 - New route on Crowhill Road
- Link routes together: n=5
- Asking for more information: n=1
 - “What’s the long-term vision for a connected network of routes? Is there one?” (ID 787)
- Other: n=3
 - Address parking
 - Conform to LTN 1/20 design standards
 - Add streetlights
 - Commit to traffic calming measures

RUGBY BOROUGH

All cycling routes proposed to be implemented in Rugby Borough can be reviewed in Appendix 10. While 101 respondents reviewed the cycling plans for Rugby Borough, 95 rated their level of agreement with them. More than two thirds of respondents who reviewed the cycling plans proposed for Rugby Borough agreed or strongly agreed with them (n=66; 69.5%). This was followed by 20 (20.9%) respondents disagreeing or strongly disagreeing, while nine (9.5%) respondents neither agreed nor disagreed with the plans (Figure 14).

Figure 14: Agreement to the cycling plans proposed for Rugby Borough.



Responses from 95 people were included in this figure.

The 70 comments that were provided addressed the following topics:

- Proposing additional routes: n=17
- Provide separate lanes/ paths: n=12
- Ensure safety/ voicing safety concerns: n=15
- Plans are not ambitious enough, wrong scope: n=16
- Maintain/ improve existing routes: n=7
- Supporting all routes: n=6
- Link routes together: n=9
- Reduce speed, traffic, on-street parking: n=10
- Funding concerns: n=3

- Highlighting useful routes: n=6
 - This included R01, R02, R03, R04, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R24, R25, R26, R27, R28, R29, R31, R35, R36, R37, R38, R39, R40, R41, X10, X11
- Critical of routes: n=5
 - This refers to routes R03, R04, R08, R18, R19, R20, R31, R32, CY02, X08
- Include horse riders in plans: n=3

Two respondents asked for more information:

- “The existing carriageway is single width with significant obstructions preventing widening the carriageway. Is it therefore safe to have on carriageway cycle routes?” (ID 340)
- “What’s the long-term vision for a connected network of routes? Is there one?” (ID 787)

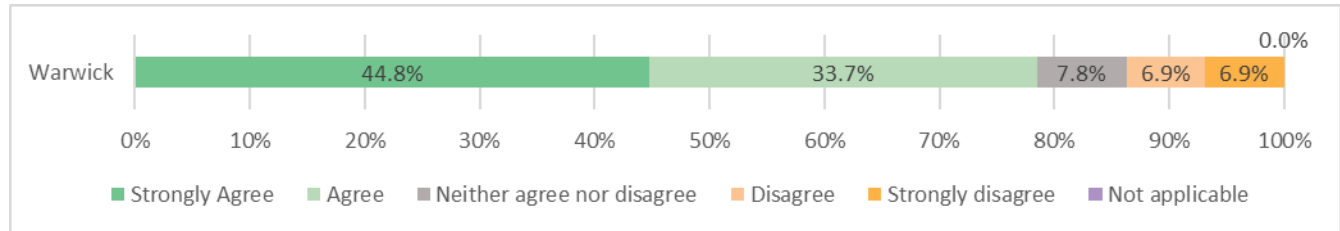
Other comments that didn’t fall within any category included (n=9):

- Acknowledge that bikes differ
- Add bus gates
- Concerned about destruction of greenery along paths
- Conform to Cycle infrastructure design (LTN 1/20)
- Mixture of on-road cycle lanes and separate lanes needed
- Provide maps of all routes (once built)
- Provide routes for convenient transport
- Routes on new developments must be mandated for developers to carry out
- Start and finish of routes needs to be integrated
- Add bike storage

WARWICK DISTRICT

All cycling routes proposed to be implemented in Warwick District can be reviewed in Appendix 11. Of the 348 respondents that chose to review the proposed cycling plans for Warwick District, the level of agreement to these routes was obtained from 335 respondents. The highest level of agreement with the cycling plans were reported for Warwick District, with 263 (78.5%) respondents agreeing or strongly agreeing. This is reflected in a low proportion of respondents disagreeing or strongly disagreeing with the plans (n=46; 13.8%), and 26 (7.8%) respondents who neither agreed nor disagreed (Figure 15).

Figure 15: Agreement to the cycling plans proposed for Warwick District.



Responses from 335 people were included in this figure.

The 214 comments that were provided addressed the following topics:

- Proposing additional routes: n=59
- Provide separate lanes/ paths: n=47
- Ensure safety/voicing safety concerns: n=39
- Plans lack ambition have wrong scope: n=44
- Highlighting useful routes: n=38
 - This relates to all programmed routes and the following proposed routes L01, L04, L15, L21, L22, L23, L24, L26, L27, K11, K14, K20, K21, K28, L28, W01, W06, W08, W09, W10, W11, X11, X13, X14, X15
- Critical of routes: n=14
 - This refers to routes all potential routes, the programmed route on the A445 Emscote Road and specifically K2L, K13, K23, K24, L01, L02, L04, L12, L27, W01, W06, W11, X14, X15
- Supporting all routes: n=27
- Maintain/ improve existing routes: n=12
- Take action, share timelines: n=15
- Link routes together: n=24
- Reduce speed, traffic, on-street parking: n=14
- Take example from other countries: n=3
- Include horse riders in plans: n=2

Other comments addressed (n=18):

- Acknowledge that cyclists are not the same and have different needs
- Concerns about funding
- Consider the impact of widening footpaths on other traffic users
- Consider permeable tracks
- Do not surface/upgrade bridleways
- Ensure use of paths
- Experience routes first hand
- Integrate horse riders into the plans
- Consider how to start and finish on routes
- Consider insurance for cyclists,
- Provide annual maintenance for bikes
- Involve cyclist in planning routes,
- Add road signs
- Pedestrianize the parade
- Provide fast style cycle routes
- Redesign roads

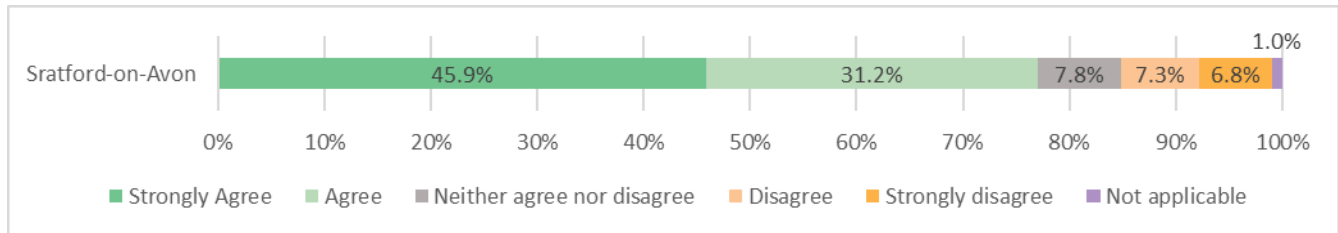
The nine respondents asking for more information specifically asked for the following:

- “How do you manage pedestrians and cyclists together? During covid pavements were altered to be one way access- can something similar be done with paths for pedestrians on one side and cyclists on the other side? Enable safe travel through Warwick Town? How do you make car drivers more considerate to cyclists?” (ID 140)
- “It's hard to find info on the K2L scheme” (ID 242)
- “Have these been shared with local cycling groups such as CTC / Earlsdon Wheelers & Warwick cycling groups?” (ID 367)
- “K2L, Leamington to Kenilworth. I have been told that this cycleway is part of a dual carriageway proposal. If this is the case, will the cycleway be delayed by extensive planning and consultation? If it's not true, could this be communicated within the Leamington and Kenilworth communities.” (ID 425)
- “It's not clear what each of the solutions means - for example 'cycle path on open space' - what is open space? Are any of these routes segregated? Presumably the 'on carriage way' route is not.” (ID 751)
- “What's the long-term vision for a connected network of routes? Is there one?” (ID 787)
- “Does 'On carriageway' mean a painted line?” (ID 937)
- “K13 Clinton Rd proposal - this road is currently very dangerous for cyclists due to pinch points caused by on-street parking. How will a cycle lane be safer here?” (ID 957)
- “There is no mention on how the cycling infrastructure will be applied to junctions, roundabouts, crossing etc?” (ID 1020)

STRATFORD-ON-AVON DISTRICT

All cycling routes proposed to be implemented in Stratford-On-Avon District can be reviewed in Appendix 12. Of the 221 (32.5%) respondents who reviewed the plans for Stratford-on-Avon District, 205 provided insights into their agreement with the proposed routes. The levels of agreement with the cycling plans proposed for Stratford-on-Avon District are largely identical to those reported for Warwick District. A total of 158 (77.1%) respondents, agreed or strongly agreed, 29 (14.1%) disagreed or strongly disagreed, and 16 (7.8%) neither agreed nor disagreed (Figure 16).

Figure 16: Agreement to the cycling plans proposed for Stratford-on-Avon District.



Responses from 205 people were included in this figure.

A total of 152 respondents shared their thoughts on the routes proposed for Stratford-on-Avon District. These thematised the following topics:

- Proposing additional routes: n=56
- Provide separate lanes/ paths: n=22
- Ensure safety/ voicing safety concerns: n=20
- Plans are not ambitious enough, wrong scope: n=36
- Highlighting useful routes: n=46
 - This relates to routes Bd01, S07, S08, S09, S12, S13, S24, S23, SM01, SM05, SO1, SO2, X19, X20, X21, X22, X23, X24, X26, X27, and the A422 Alcester Road programmed scheme and the NCN5 Stratford Greenway programmed scheme
- Critical of routes: n=18
 - This refers to routes S05, S08, S11, S19, SM01, SM02, SM03, SM04, SM04, SM05, SM06, SM07, SM08, SM09, WE01
- Supporting all routes: n=13
- Maintain/ improve existing routes: n=3
- Take action: n=3
- Link routes together: n=13
- Reduce speed, traffic, on-street parking: n=6
- Include horse riders in plans: n=2

Other comments addressed the following key points (n=15):

- Add bike parking
- Check quality of surfacing material
- Reporting difficulty seeing all routes
- Ensure that cycling lanes are used
- Funding concerns
- Suggesting that new developments need to include routes
- Build permeable tracks
- Prefers a balance between on-road and separated routes
- Suggesting engagement with Sustrans
- Take an example from other countries
- Promote routes,
- Add road signs
- Add streetlights

Three respondents asked for more information:

- “I was under the impression that A422 Alcester Rd (Railway Station - Hathaway Green) was proposing extending and joining the existing off road cycle paths (of which there are two main sections already existing). I hope it’s not just been downgraded to "painted cycle gutter" on-carriageway, as they are worse than useless (actively dangerous indeed as drivers often give less space to cyclists in the painted gutters than on unmarked roads).” (ID 153)
- “What’s the long-term vision for a connected network of routes? Is there one?” (ID 787)
- Asking for more context on the rationale behind the routes (ID 1010)

PART III - IMPLEMENTATION

Part III of the LCWIP focusses on the implementation of proposed plans. This provides a list of prioritised cycling and joint walking/cycling routes and an explanation of the methodology that was used to prioritise them. Core walking zones were not prioritised.

PRIORITISATION

A total of 472 (45.5%) respondents chose to provide a comment on the prioritisation of the individual schemes in one or more of the districts and boroughs. There were 39 (8.3%) responses for the prioritisation in North Warwickshire Borough, 13 (2.8%) for Nuneaton and Bedworth Borough, 28 (5.9) for Rugby Borough, 82 (17.4%) for Warwick District, and 93 (19.7%) for Stratford-on-Avon District.

However, not all comments addressed the priorities given to schemes, and therefore are presented in the following overview along with the frequency of how often these were mentioned in each borough or district:

- Communicate anticipated completion dates/ timelines
 - North Warwickshire Borough: n=1
 - Warwick District: n=1
- Call for action
 - Warwick District: n=2
 - Stratford-on-Avon District: n=2
- Concerned about reliance on developers to implement routes
 - Rugby Borough: n=2
 - Warwick District: n=3
 - Stratford-on-Avon District: n=1
- Worries about funding
 - Nuneaton & Bedworth Borough: n=2
 - Rugby Borough: n=1
 - Warwick District: n=1
- Provide separate paths/lanes
 - North Warwickshire Borough = n=2
 - Rugby Borough: n=2
 - Warwick District n=1

- Include horse riders into plans
 - North Warwickshire Borough: n=3
 - Nuneaton & Bedworth Borough: n=2
 - Rugby Borough: n=2
 - Warwick District: n=1
 - Stratford-on-Avon District: n=3
- Proposing additional routes or extension of routes:
 - North Warwickshire Borough: n=7
 - Nuneaton & Bedworth Borough: n=1
 - Rugby Borough: n=2
 - Stratford-on-Avon District: n=8
- Not enough routes proposed/ not ambitious enough/ change is too slow
 - North Warwickshire Borough: n=2
 - Nuneaton & Bedworth Borough: n=2
 - Rugby Borough: n=2
 - Warwick District: n=12
 - Stratford-on-Avon District: n=2
- Justify/update scoring of priorities
 - North Warwickshire Borough: n=1
 - Warwick District: n=3
 - Stratford-on-Avon District: n=3

Other comments not summarised in the above categories included:

- North Warwickshire Borough: n=7
 - Impact on other road users was not considered
 - Give priority to walkers instead of cyclists
- Nuneaton and Bedworth Borough n=5
 - Doesn't feel their opinion matters
 - Impact on other road users was not considered
 - Safety Concerns
- Rugby Borough: n=8
 - Stating having difficulties to understand proposals
 - Focus on safety of routes
 - Introduce separate category for rural routes
 - Give priority to walkers not cyclists
- Warwick District: n=18
 - Focus on safety of routes
 - Address e-scooters
- Implementation of leisure facilities
- Stop funding for motorised transport
- Stop the LCWIP
- Exclude cyclists from pedestrianised areas
- Stop funding motorised transport
- Prioritise schemes with the largest effect on climate change
- Collaborate with large employers to encourage cycling
- Stop funding for motorised transport
- Consider route maintenance
- Implement all routes

- Maps needed, find clear air routes
 - Impact on other road users was not considered
 - Provide allocated parking spaces
 - Appreciates transparency
 - Hold developers accountable
- Stratford-on-Avon District n=10
 - Provide cycle storage
 - Critical of survey design
 - Ensure inclusivity
 - Hopes schemes for Studley will be implemented
 - Impact on other road users was not considered
 - Keep residents in mind when implementing schemes
- Stop funding of motorised transport, slow down traffic, prioritise cyclists over motorised transport
 - Worries about the implementation of low priority schemes
 - Reduce speed limits
 - Share a list of priorities through posters in town centre
 - Stratford-on-Avon District is not considered well enough
 - Stop funding for motorised transport
 - Supports the use of HS2 roads

Feedback on the prioritisation of the schemes within each district and borough is provided in the following sections.

NORTH WARWICKSHIRE BOROUGH

The below list offers a breakdown of the themes covered in the 40 responses that were received:

- Proposed routes are in place already: n=1
- Priorities are too focussed on Coleshill: n=2
- Agree with all priorities: n=2
- Give high priority to all schemes: n=2
- Increase priority of routes: n=9
 - This refers to route A03, A04, A05, Bd01, X01, X02, X11, X21, X23
- Routes through the village such as X01
- The route from Polesworth Dordon and Grendon via St Helena and Dordon Hall Lane
- Proposing changes to routes: n=2
 - This refers to route X02
- Route is not useful: n=1
 - This refers to route A02
- Unrelated (summarised above): n=24

NUNEATON AND BEDWORTH BOROUGH

The below list offers a breakdown of the themes covered in the 13 responses that were received:

- Increase priority of routes: n=2
 - This relates to routes B09
 - Route to hospital
- Lower priority of routes: n=1
 - ID no 8 Abbey
- Prioritise the north of the county: n=2
- Agree with all priorities: n=1
- Unrelated (summarised above): n=12

RUGBY BOROUGH

The below list offers a breakdown of the themes covered in the 28 responses that were received:

- Increase priority of routes: n=6
 - This relates to routes R04, R05, R10, R11, R12, R13, R14, R24, R31, R35, R36, X10, X11
 - Harborough Magna
- Proposing changes to routes: n=1
 - This referred to route R06
- Lower priority of routes: n=1
 - This related to the route describes as the Trevor White Drive scheme
- Agrees with all priorities: n=2
- Disagrees with priorities without giving context: n=1
- Highlighting that routes are already existing (to some extent): n=1
 - This referred to routes R07, R08, R09 R28, R29, R31
- Do not prioritise any routes: n=2
- Unrelated (summarised above): n=19

WARWICK DISTRICT

The below list offers a breakdown of the themes covered in the 82 responses that were received:

- Increase priority of routes: n=30
 - This referred to K2L, K05, K08, K11, K12, K14, K17, K19, K20, K21, K25, K26, K28, L03, L09, L10, L22, L23, L27, L28, W01, W06, W09, X11, X13, X14, X15, X16
 - Leamington and the University
- Agrees with all priorities: n=12
- Lower priority of routes: n=2
 - W09
 - Leisure paths
- Prioritise routes with biggest environmental impact: n=1

- Prioritise small improvements over large schemes: n=1
- Prioritise urban areas: n=1
- Unrelated (summarised above): n=44

STRATFORD-ON-AVON DISTRICT

The below list offers a breakdown of the themes covered in the 93 responses that were received:

- Increase priority of routes: n= 43
- This referred to routes
- Unhappy with prioritisation without specifying: n=1
- Agrees with all priorities: n=7
- Prioritise areas with new developments: n=4
- Villages/ rural areas were neglected in prioritisation: n=14
- Proposing changes to routes: n=2
- This relates to routes S13 and S16
- Consider road maintenance as a priority: n=1
- Prioritise longer schemes over shorter ones: n=1
- Prioritise Stratford-on-Avon over other districts to boost tourism: n=1
- Routes already exist: n=1
- Unrelated (summarised above): n=2

INEQUALITIES OR OTHER IMPACTS THAT NEED TO BE TAKEN INTO CONSIDERATION

There were a total of 150 (14.6%) responses to the question of whether there are any equalities or other impacts that need to be taken into consideration as part of developing the proposals. Of those, 23 were unrelated to inequalities, and instead addressed the following topics:

- Against LCWIP, does not think this is a 'proper' consultation
- Seek views of social workers/ SEND/ GPs
- Can't read EIA, finds survey too long
- Consider engaging with people from different ages/ disabilities
- Cycling is good for respondent's health
- Instead of using 'NHS', please think in terms of 'HEALTH & CARE'.
- Provide parking for cargo bikes
- Prioritise specific routes, SM01, prioritise routes that reduce car journeys, prioritise areas around schools, consider N39 in plans, upgrade Lucy's Mill Bridge
- Reduce traffic, provide separate lanes
- Routes in green areas needed
- Supporting the LCWIP
- Asking for funding for more schemes

The 127 comments made in relation to equalities were grouped into the below themes:

- Consider the impact of inaccessible infrastructure (on wheelchair user, pram, people with mobility issues): n=45
- Address pavement parking: n=7
- Consider the impact of financial means: n=10
- Offer support to purchase bikes
- The LCWIP will decrease inequalities: n=3
- Provide cycling lessons, road education: n=4
- Provide disabled parking bays: n=2
- Provide bike hires: n=4
- Consider the impact on residents: n=2
- Consider the impact of age: n=9
- Address the divide between the north and south of the county, and develop rural areas: n=18
- Horse riders are disadvantaged: n=11
- Consider the experiences of those with hearing/ visual impairments: n=6
- Consider the impact of gender/ being a woman: n=5
- Consider the needs of people with different disabilities: n=16
- Consider the impact on businesses (incl. farmers): n=3
- Consider the impact on minorities: 4
- Provide community hubs and local support: n=3

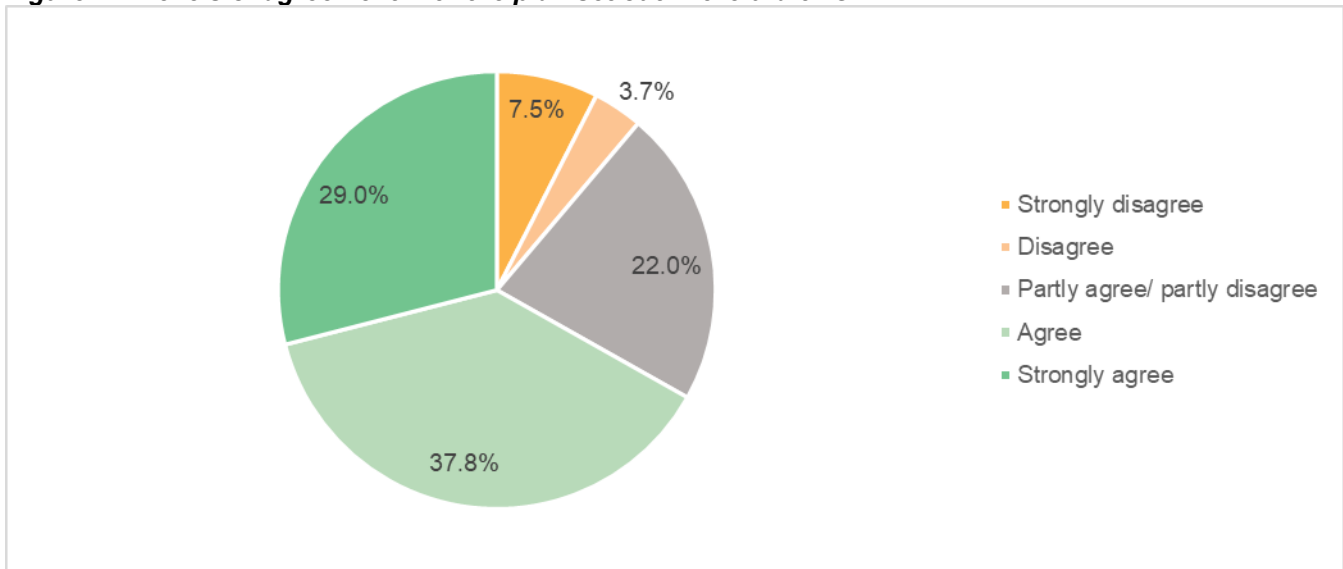
Comments that addressed rarely mentioned topics were summarised in the category 'other' (n=31):

- Add outdoor spaces for children with lighting, cafes and toilet facilities
- Allow all road users to coexist, provide same rights for everyone
- Allow car access for those that need them (e.g. people with disabilities)
- Assess the impact of sexual orientation, religion or colour, race
- Provide traffic-free routes for people with autism or sensory processing difficulties
- Be conscious of hidden disabilities
- Maintain vegetation, grass verges are a less hard surface to walk on
- DDA compliant routes
- Ensure safety, control all vehicles, do not allow e-scooters on pavements, protect pedestrians
- Provide frequent road crossing points
- Impact of air pollution
- Impact of long Covid
- Keep flexibility to be able to make changes to increase equality
- Only provide routes for the vast majority
- Give priority to cyclists on junctions
- Refer to Sustrans for more information
- Review laws around e-bikes
- Routes should indicate length to make an informed decision about use
- Schemes will increase inequalities between towns

AGREEMENT TO THE PLAN FOR IMPROVING THE CYCLING AND WALKING INFRASTRUCTURE

To gather respondents' overall impressions of the LCWIP having read the information provided in the survey and related documents, they were prompted to rate their level of agreement with the plan. A total of 1,010 (98.0%) responses were collected. While approximately two thirds of respondents agree (n=383; 37.8%) or strongly agree (n=293; 29.0%) to the plan, strong disagreement and disagreement was voiced by 76 (7.5%) and 37 (3.7%) respondents (Figure 16).

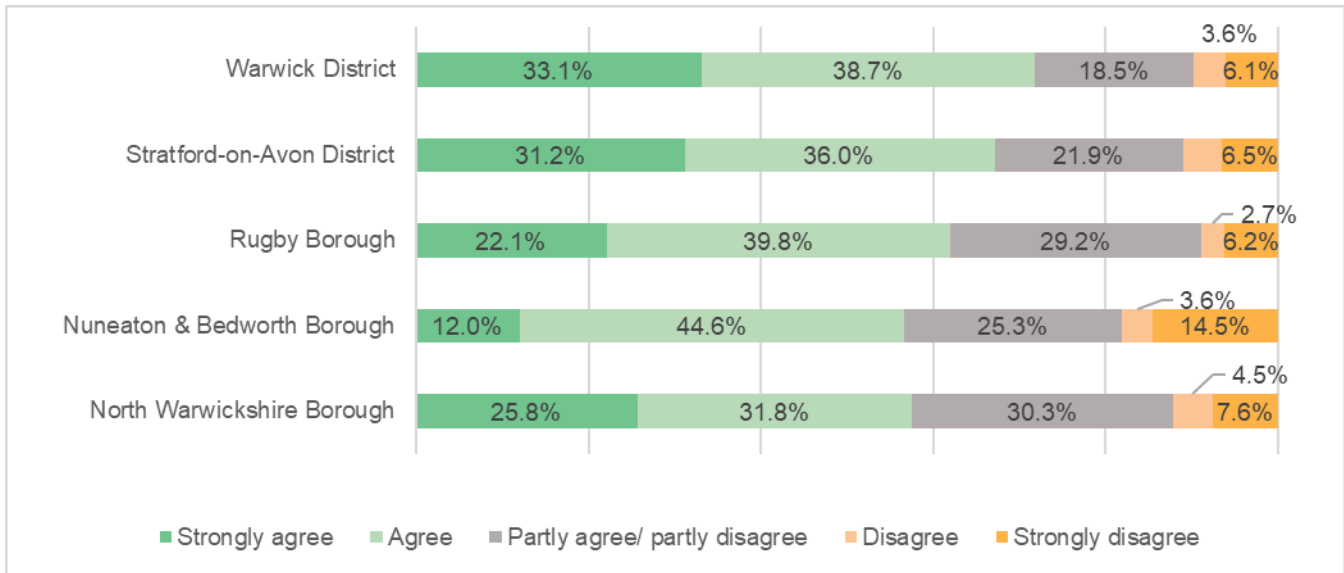
Figure 17: Levels of agreement with the plan set out in the draft LCWIP.



There were a total of 1010 responses to this question.

Comparing the overall levels of agreement between districts and boroughs respondents live or work in highlights the proportion of respondents indicating a strong agreement to the LCWIP ranged from 0.0 (outside of Warwickshire and county-wide) to 33.1%, although in this context the limited number of responses from people living or working outside of Warwickshire (n=4) and working country-wide (n=1) needs to be considered. Similarly, strong disagreement ranged from 0.0% (county-wide) to 25.0% (outside Warwickshire), while strong agreement levels in districts and boroughs that reached a higher response rate ranged between 6.1% (Warwick District) and 14.5% (Nuneaton & Bedworth Borough) (Figure 17).

Figure 18: Levels of agreement with the plan set out in the draft LCWIP by district and borough respondents live or work in.

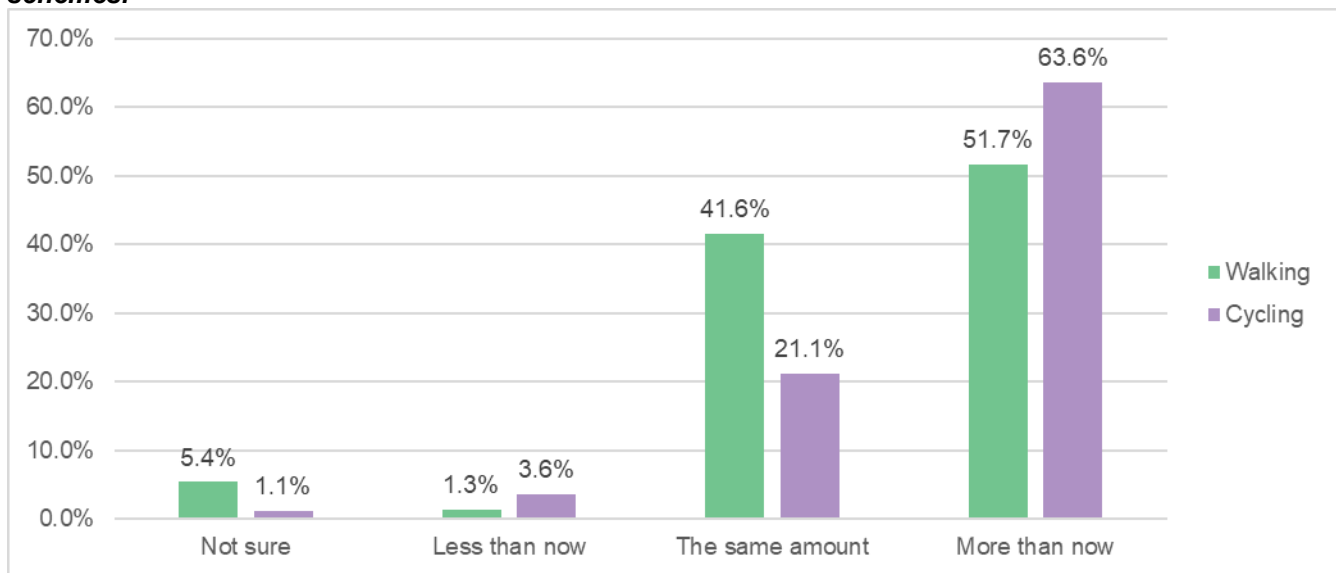


Number of respondents providing information on the district they live or work in and rating their overall agreement to the LCWIP: Warwick District n=411; Stratford-On-Avon District n=292; Rugby Borough n=113; Nuneaton & Bedworth Borough n=83; North Warwickshire Borough n=66.

FUTURE WALKING AND CYCLING INTENTIONS OF RESPONDENTS

The majority of respondents foresee themselves walking (n=522; 51.7%) and/or cycling (n=632; 63.6%) more, should the programmed and potential schemes in the LCWIP be introduced. Nearly all respondents answered this question, with 1,009 (97.9%) responses gathered for walking intentions and 994 for cycling (96.4%). Only very few respondents were viewing the future more critically, and reported to be unsure, or intending to walk and/or cycle less (Figure 18).

Figure 19: Future walking intentions of respondents following the implementation of the walking schemes.



A total of 1009 responses were gathered for walking intentions, while 994 respondents provided information on their cycling intentions.

ADDITIONAL COMMENTS AND FEEDBACK

To round up the survey and to ensure that respondents had the chance to share any additional thoughts relating to the LCWIP, a last open text question was provided. Of the 1,031 respondents, just under half (n=460; 44.6%) shared their views. However, of those, nearly one in ten was about the survey itself or wider issues than the LCWIP (n=42; 91%). Instead, these comments addressed the following topics:

- Appreciation of having been consulted, and hoping that their voice is being heard
- The consultation is biased towards cycling, not advertised enough, and should be extended
- Criticism of Warwickshire County Council's priorities for funding projects
- Describes cycling as a novelty Warwickshire is not yet ready for
- Stating that the online map on the survey portal is not displaying one route through Harbury; criticising that survey portal does not allow respondents to upload documents, and announcing to send a further email; survey is perceived as pointless, too long and/or complicated.
- Explaining that respondent was only able to provide only local viewpoint
- Providing context for the previous question
- Promoting software for planning the LCWIP

- Sharing information on personal cycling habits
- Stating that they would have preferred sharing their opinion during a live event

All other comments were grouped into categories and are presented in Table 10, along with examples and the frequency they were mentioned. Most of these were mentioned previously and reemphasized that a large proportion of respondents that's answered this question (n=132, 28.7%) were supporting the LCWIP. However, this was followed by 13.8% (n=64) respondents that highlighted that they would like to see the scope of the LCWIP to be increased, or other scheme elements to be reprioritised. This often went hand in hand with suggesting particular routes or alternative priorities to be considered (n=62, 13.5%).

Table 10: Additional comments and feedback to the LCWIP.

Themes	Frequency n [%]		Examples
In support of the LCWIP	132	28.7%	<p>“I think it is excellent that cycling and walking should be promoted and provision made to encourage both.” (ID 525)</p> <p>“Great initiative from Warwickshire and will encourage the use of walking and cycling routes between Coventry and Warwickshire” (ID 709)</p>
LCWIP is not comprehensive enough	64	13.9%	<p>“It's good that you are trying but it all falls far, far short of what is needed.” (ID 37)</p> <p>“I am disappointed that the basic requirements for cyclists are not already understood by the local authorities, and they have to embark on further costly data gathering exercises! The proposals would provide an improvement, but it is limited, what about linking to areas outside of Warwickshire (e.g., Coventry) to get a greater impact? I cycle to Coventry and often wonder why I take the risk! The road surfaces are frankly dangerous for cyclists. The canal towpaths are not suitable for cycling, they used by dog walkers who take up all of the paths, large sections are extremely rough, and some sections do not have enough room for passing something coming in the opposite direction. I don't have much hope that this process is going to deliver anything meaningful. Please prove me wrong.” (ID 244)</p>
Suggesting additional routes and or priorities	62	13.5%	<p>“Please strongly consider doing as much as possible to connect small local population centres. If people from Treadington, Ilmington, Halford etc could walk or cycle into Shipston-on-Stour to access shops an amenities - or if those in places like Newbold, Armscote could walk or cycle into Stratford we could significantly reduce short, local high polluting car journeys.” (ID 241)</p> <p>“Cycle links to schools should be priority. 1 so it's safe. 2. So it gets people cycling from a young age.” (ID 402)</p>
Action is needed	55	12%	<p>“Please stop talking about this and get on with building some high quality joined up infrastructure and get rid of what is there which is dangerous (e.g., the cycle paths on Emscote road)” (ID 215)</p> <p>“As a vision this is good, it's crucial that it's actually delivered and doesn't fall down the priority list / has funding cut to the point that the output is a weak delivery of that vision.” (ID 723)</p>
Separate lanes, ensure safety	54		<p>“Unless you have segregated cycle paths you will not persuade anyone new to cycle and you will see similar low numbers cycling as always.” (ID 98)</p> <p>“This is half-baked and demonstrates a lack of understanding of actual barriers to walking and cycling. Existing cycle routes are barriers to safe cycling - the proposed new routes do nothing to fix them and will repeat the same mistakes. We need OFF ROAD segregated cycle routes.” (ID 165)</p>

Table 10: Additional comments and feedback to the LCWIP. (continued)

Themes	Frequency n [%]		Examples
Route maintenance and review all existing routes	36	7.8%	<p>“The quality of design and maintenance of cycle routes is vitally important. I often don't use designated cycle paths because they are poorly designed or maintained. I used to call poor sections 'get-off-and-walk paths' lol” (ID 481)</p> <p>“Also maintain what you build. The cycle infrastructure you've already built is often overgrown, covered in glass, potholed and unusable in weather like snow.” (ID 732)</p>
Ensure routes are joined up and convenient	28	6.1%	<p>“I think this is a very good start and should hopefully improve active travel options in the county. I do feel that it is only a start though, the infrastructure is still very fragmented and mostly focused around town centres and new developments.” (ID 224)</p> <p>“Think about runners and not just walkers. Have circular routes around parks and way marked routes linking up open spaces” (ID 899)</p>
Cycling and walking is currently too dangerous	26	5.7%	<p>“Cycling on the roads in Kenilworth feels so unsafe at present - although the 20 mile an hour limit in the centre has definitely helped.” (ID 290)</p> <p>“Just cycled in Europe for 3 weeks loved it. Back home, [I] work 2 miles from home [and I] would love to cycle more due to parking problems around Coleshill / work but it's just not safe to do so” (ID 944)</p>
Reduce traffic (speed)	23	5.0%	<p>“Walking along the A5 in Grendon is currently unpleasant. The proximity & amount of traffic precludes all conversation & where the path narrows. It feels downright dangerous.” (ID 142)</p> <p>“Proposals should also link to plans for 20mph roads. There should also be some new and converted controlled pedestrian and cycle crossings. [These] changes could make a very cost-effective improvement to uptake of active travel!” (ID 982)</p>
Install bike storage	18	3.9%	<p>“I strongly disagree with the claim in the current LCWP which states "There is currently a reasonable provision of public cycle parking in town centres and railway stations although cycle parking is more limited in village centres and at local shopping parades." There absolutely ISN'T a reasonable provision - it's terrible! What is there is pretty grotty, and unappealing, often in a dark corner away from security cameras. Cycle hoops have been removed from a number of car parks to make room for more car parking, which totally contradicts the narrative you're trying to spin around 'green' transport.” (ID 148)</p> <p>“There is no mention here of cycle storage which will presumably be tackled later. This is obviously a key factor - and it's not just about storage in the town centre. Many houses (including my own 90s newbuild) and flats do not have anywhere suitable to store bikes. Perhaps community bike storage would be something to explore?” (ID 815)</p>

Table 10: Additional comments and feedback to the LCWIP. (continued)

Themes	Frequency n [%]		Examples
Review public transport options	12	2.6%	<p>"The public transport network does not meet the needs of people for flexibility that is required to move people out of cars. (ID 486)</p> <p>"The bus network needs to be integrated into cycling and walking plans to utilise people walking to train stations or town centres across Warwickshire and getting buses back from locations after walking for example with shopping. They may do this even if initially set out on a leisure walk." (ID 1013)</p>
Looking forward to using the routes	12	2.6%	<p>"This is obviously huge preparation work and I wish to thank the people who contributed to these plans. My family, friends and myself are looking forward to the planned changes." (ID 356)</p> <p>"Personally excited by the whole idea. I would love to think my family could cycle into Leamington, to Warwick or Kenilworth easily and safely." (ID 574)</p>
Install road signs along routes	10	2.2%	<p>"More maintenance and signage on rural footpaths should be included in the proposals" (ID 286)</p> <p>"Signage used to identify cycle lane user priority continues to be an issue throughout Rugby" (ID 913)</p>
Integrate horses into the LCWIP	10	2.2%	<p>"Have you considered bridleways? As a keen walker/cyclist/ horse rider I am disappointed at the lack of hacking routes for horse riding." (745)</p> <p>"Consideration to be given to requirements of horse riders" (ID 932)</p>
Ensure inclusivity/ accessibility	10	2.2%	<p>"Please remember those of us who use 'wheels' for our transport - wheelchairs, taxis, buses, trains and the motor vehicle when required." (ID 416)</p> <p>"The lack of inclusivity is important to stress and especially to apply that to existing schemes as there are sections of the greenway that can't be accessed by those in wheelchairs at all. Similarly upkeep of the routes fold into that as its far easier for me to trample through an overgrown footpath than for a wheelchair user." (ID 969)</p>
Take an example from other countries	9	2.0%	<p>"Please look at other countries like Canada and the Netherlands on how to do it properly." (ID 591)</p> <p>"Although I am grateful to the council for looking into these schemes, I do not think they go far enough. If we want walking and cycling to be prioritised by people in our region, then we have to think about those first and car traffic second. We shouldn't be adding bike paths and pavements to existing roads but finding core routes for people and then removing cars from those roads. The Netherlands has done this very successfully despite having been a car centric country so there is no reason why we couldn't do it in this relatively small region." (ID 655)</p>
Address e-scooters	7	1.5%	<p>"Please ensure electric scooters are not allowed on footpaths" (ID 413)</p> <p>"The sooner electric scooters are legal the better. With a free licence to own one, a test to ride one, imagine how many 13- to 18-year-olds would use them to get to school. Easing the road infrastructure and helping the climate." (ID 549)</p>

Table 10: Additional comments and feedback to the LCWIP. (continued)

Themes	Frequency n [%]		Examples
Address parking issues	7	1.5%	<p>“Deal with parking on pavements. This forces pedestrians into the road and is very dangerous” (ID 536)</p> <p>“The proposed schemes are an encouraging start to creating a safer and more accessible walking and cycling network in Warwick district, however this is being brought down by the high levels of on-pavement parking in Warwick and Leamington. It has recently become the common trend to park with two wheels on the pavement and lots of people now believe this is the correct way to park to be considerate of other cars using the road, without a single thought for pedestrians.” (ID 896)</p>
Keep the bigger picture of transport in mind	6	1.3%	<p>“I applaud what you are trying to do but you need to reduce the number of cars on the roads and to do that you need to improve public transport. Cycling will not work for a parent taking their children to school. Walking takes too long in Warwick as it is not an big employment area so people need to travel on the M40 or into Birmingham. You need to see a bigger picture” (ID 830)</p> <p>“You need to join the dots for all of the transport systems and make it so cost effective that people don't want to use their cars. At the moment it is a real effort to use public transport or walk/cycle. Cycle ways just stop when they should provide short cuts. People then would be glad to cycle and use public transport” (ID 955)</p>
Mandatory use of cycle lanes	5	1.1%	<p>“Where cycle lanes are developed they should be mandatory rather than advisory to prevent cars parking across them.” (ID 187)</p> <p>“BAN pavement parking. BAN cycling on pavements.” (ID 518)</p>
Pedestrianize more areas	3	0.7%	<p>“Pedestrianize the parade. It's straightforward, and the fact it's not mentioned startles me” (ID 61)</p> <p>“Strongly agree it is necessary to improve walking and cycling infrastructure in Leamington but disappointed not to see plans to pedestrianised the town centre. Leamington is behind the times in this respect, with so many towns and cities having pedestrianised high streets. In my opinion, pedestrianizing the Parade and surrounding streets would be the only way to see a real increase in residents walking/ cycling into town. Encouraging cycling isn't enough, we must actively discourage driving. This feels like a huge missed opportunity.” (ID 700)</p>
LCWIP implementation need to be mindful of residents	2	0.4%	<p>“In principle I agree that we need to have good and safe walking & cycling paths. However, these need to be carefully thought out and planned, with consideration to the local residents and their opinions taken into account.” (ID 58)</p> <p>“Overall, it is a good plan, but it does need to include recognition of the residents that have their family home in the area and their right to good health and wellbeing. This is a major issue not mentioned. Respect for privacy, safety, security for all is a major omission.” (ID 235)</p>

Other less frequently communicated feedback included (n=72; 15.7%):

- Suggesting adding play areas, or cycle hubs for bike maintenance to the routes
- Advertise and encourage cycling
- Asking for 'really good' maps and to create maps and apps to follow and plan routes
- Asking for the time frame for the LCWIP, and the prioritisation of an effective delivery and timelines, while other perceive the timeframe of the LCWIP as unrealistic, or ask for transparency of all steps of the LCWIP
- Suggestions to assess the (potential) impact of the LCWIP, or to collaborate with local communities to implement the schemes, and consider a joined-up approach with the NHS
- A plea to balance the LCWIP with maintaining the rural nature of Stratford-on-Avon
- Stating that they can't cycle or can't afford a bike, and a suggestion to offer financial support to those that can't afford biked
- Asking to create green ways, increase greenspaces, and to not destroy bridleways, and to not tarmac green footpaths, and to ensure that routes are pleasant, for example by planting trees along the routes
- Stating that cycling trips can be longer than 10km
- Highlighting that cyclists are dangerous
- Asking for a delay of the LCWIP until new census data is available
- Stating that they do not want LCWIP to go ahead, or expressing doubts that the routes will lead to an increase in cycling/walking, and describing the LCWIP as having an unrealistic aim, a vanity project and pretence that should not be given any priority
- Asking that dog-friendly routes need to be considered
- Highlighting that for the implementation funds and an investment from national government are needed, and that the costs should meet the demand, and a plea to not raise council tax to fund LCWIP, and that funding priorities should be rearranged to favour the LCWIP over road schemes
- Expressing worries that schemes are not implemented fast enough and then prevented by new housing developments
- Create Park and Ride facilities
- Stating that the LCWIP should only be the beginning of a rolling programme
- Stating that creating cycling routes on road narrows roads and causes traffic jams
- Asking for routes not to be tarred and to not use chipping style road surfaces
- Asking WCC to offer public education
- Asking for one good route instead of many small ones
- Asking to increase safety by policing routes
- Explaining that routes need to be tested by cyclists and local residents

- Sees attitudes as a big challenge, and suggesting using stronger language against car drivers
- Suggests transport hubs in towns
- Highlighting that they do not support the views of Nuneaton and Bedworth Cycle Forum
- Wishing good luck with the implementation of the LCWIP
- Suggesting for WCC to experience existing routes first hand

EQUALITY AND DIVERSITY ANALYSIS

At the end of the survey, respondents were asked to complete information regarding equality and diversity. This information is presented alongside data for the population in Warwickshire to indicate the potential for an over- or underrepresentation of specific population groups in the survey. The results are set out in Table 11 below.

Table 11: Overall online respondent profile.

Category	Survey Respondents		Warwickshire Population Aged 16+
	n	[%]	[%]
Age range			
Under 18	1	0.1%	2.7%
18-24	17	1.6%	9.0%
25-39	177	17.2%	23.3%
40-49	219	21.2%	15.3%
50-59	205	19.9%	17.4%
60-64	127	12.3%	7.3%
65-74	179	17.4%	13.0%
75+	38	3.7%	12.0%
Prefer not to say	50	4.8%	-
Not answered	18	1.7%	-
Ethnicity			
Arab	1	0.1%	0.1%
Asian or Asian British - Indian	16	1.6%	4.1%
Asian or Asian British - Pakistani	1	0.1%	0.5%
Black or Black British - Caribbean	1	0.1%	0.4%
Chinese	2	0.2%	0.5%
Mixed - Asian and White	6	0.6%	0.8%
Other Asian Background	6	0.6%	1.0%
Other Mixed Background	4	0.4%	0.5%
Other White background	38	3.7%	5.9%
White British	805	78.1%	82.2%
White Irish	7	0.7%	0.9%
Prefer not to say	106	10.3%	-
Prefer to self-describe (please state if you wish)	3	0.3%	-
Not Answered	35	3.4%	-

Source for Warwickshire population ONS - Census 2021 over 16 (ethnicity - all age groups).

Table 11: Overall online respondent profile (continued).

Category	Survey Respondents		Warwickshire Population Aged 16+
	n	[%]	[%]
Gender			
Female (including trans female)	384	37.2%	51.1%
Male (including trans male)	447	43.4%	48.9%
Non-binary / agender / gender-fluid	6	0.6%	-
Prefer not to say	95	9.2%	-
Prefer to self-describe (please state)	12	1.2%	-
Not Answered	87	8.4%	-
Transgender			
No	908	88.1%	-
Yes	5	0.5%	-
Prefer not to say	75	7.3%	-
Not Answered	43	4.2%	-
Sexuality			
Asexual	33	3.2%	-
Bi / bisexual	16	1.6%	-
Gay man	8	0.8%	-
Gay woman / lesbian	4	0.4%	-
Heterosexual / straight	746	72.4%	-
Not Answered	48	4.7%	-
Other (please state if you wish)	6	0.6%	-
Pansexual	3	0.3%	-
Prefer not to say	167	16.2%	-
Long-standing illness			
No	835	81.0%	-
Yes	93	9.0%	-
Prefer not to answer	72	7.0%	-
Not Answered	31	3.0%	-

Table 11: Overall online respondent profile (continued).

Category	Survey Respondents		Warwickshire Population Aged 16+
	n	[%]	[%]
Religion/Belief			
No religion or belief	444	43.1%	22.7%
Buddhism	9	0.9%	0.30%
Christianity	342	33.2%	66.30%
Hinduism	3	0.3%	1.00%
Islam	5	0.5%	0.90%
Judaism	1	0.1%	0.10%
Sikhism	8	0.8%	1.70%
Spiritualism	10	1.0%	-
Any other religion or belief (please state if you wish)	7	0.7%	0.4%
Prefer not to say	155	15.0%	-
Not Answered	47	4.6%	6.6%

Information on age in Warwickshire were obtained from ONS Population Estimates 2020 (16 and over). Information on ethnicity of the population in Warwickshire was obtained from ONS - Census 2011 over 16.

APPENDICES

Appendix 1: The ten challenges and opportunities for walking and cycling in Warwickshire.

Challenge 1: COVID-19 and the impacts on health, travel and economy

Opportunities:

- to continue the increase in local walking journeys (for utility journeys and leisure trips)
- to maintain interest in cycling, particularly less confident riders and people who have bought new bikes
- to sustain the reduction in travel demand due to working from home
- to promote short journeys to local/ independent retailers and food/ beverage businesses
- to develop packages of walking and cycling activities as part of sustainable tourism (days out and holidays)

Challenge 2: Climate Change and Air Quality

Opportunities:

- to promote walking and cycling as low carbon alternatives to single-occupancy car journeys, and invest in walking and cycling infrastructure
- to trial e-bikes and e-cargo bikes for last mile freight deliveries
- to reduce emissions and poor air quality through investment in sustainable travel modes and low emission vehicles and supporting infrastructure

Challenge 3: Population growth (including increases in older and school age populations) and associated pressures on highways and local services

Opportunities:

- to seek developer funding for high quality walking and cycling infrastructure and wider transport improvements
- to expand cycle training and road safety programmes in schools and community settings
- to support more accessible and inclusive walking and cycling facilities

Challenge 4: Health and wellbeing – particularly physical inactivity and obesity

Opportunities:

- to promote walking and cycling as active travel modes and leisure activities, and invest in walking and cycling infrastructure
- to work with health partners to promote walking and cycling activities including cycle training and exercise on prescription

Challenge 5: Safety – perceptions of safety and actual risk

Opportunities:

- to provide safer infrastructure for walking and cycling
- to continue to invest in a casualty reduction programme
- to extend the reach of Warwickshire's Safe and Active Travel programme to more schools, workplaces and communities
- to provide more training for pedestrians, cyclists and drivers
- to work with Police on addressing concerns about personal safety

Appendix 1: The ten challenges and opportunities for walking and cycling in Warwickshire. (continued)

Challenge 6: Public transport – access, frequency and flexibility

Opportunities:

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

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

Opportunities:

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

Challenge 8: Access to jobs and services – and need to promote equality and to rebalance rural and urban opportunities

Opportunities:

- to promote walking and cycling as active travel modes for short journeys in towns to access education, training and employment, and combining with public transport for longer journeys
- to support rural tourist economy by offering walking and cycling activities for days out and holidays
- to provide safe and attractive passenger waiting facilities and cycle parking for public transport

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

Opportunities:

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

Challenge 10: Lack of funding

Opportunities:

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

Appendix 2: Summary of data reviewed.

Population and Health
<ul style="list-style-type: none">• Population estimates (ONS 2020 mid-year estimate).• Diversity: age and ethnicity (2011 Census).• Health: health rating (2011 Census), levels of physical activity and obesity (Sport England 2017/18 Active Lives Survey).
Travel Patterns
<ul style="list-style-type: none">• Including levels of car ownership, public transport use and levels of walking and cycling (2011 Census / Sport England 2017/18 Active Lives Survey).• Average minimum travel times to reach 8 key services (2016 Department for Transport).
Road Safety
<ul style="list-style-type: none">• Pedestrian and cyclist road traffic collisions 2016 to 2020 (Police figures). These collisions have been analysed and maps provided to show the locations of these collisions. This data helps to indicate locations or routes where measures could be targeted to improve safety for pedestrians and cyclists.
Physical barriers to walking and cycling
<ul style="list-style-type: none">• Maps showing the main physical barriers including railway lines, waterways, motorways and main roads, as well as Air Quality Management Areas. This is useful to understand barriers which may restrict cycling and walking movements, or funnel people onto particular routes and crossing points.
Existing facilities and networks
<ul style="list-style-type: none">• Walking and cycling networks including a description of key missing links. Railway stations and their facilities to support walking and cycling.
Local viewpoints on walking and cycling
<ul style="list-style-type: none">• 2021 Warwickshire LCWIP Commonplace Survey. We asked people to identify locations with problems or issues for cycling and walking on an interactive countywide map on a platform called Commonplace. We also asked for suggestions on how conditions for walking and cycling could be improved. With over 2,000 responses and more than 7,000 contributions, the survey provided detailed insight into the everyday problems for people on foot and bike. The data has been used to inform the route choices and priorities for the proposed cycling networks included in the LCWIP. Some of the feedback has been mapped and is presented in LCWIP to show locations and routes where common cycling, walking and traffic issues have been identified. The Commonplace survey can be seen here.• Detailed comments and network ideas received from partners, stakeholders and campaign groups have also been set out in the LCWIP. Neighbourhood Development Plans have been reviewed to identify any local policies or ideas for improving cycling and walking.• Neighbourhood Plans are produced by a local community. They are documents which set out planning policies for the neighbourhood area and are considered when planning decisions are being made.

Appendix 2: Summary of data reviewed. (continued)

Potential for walking

- Maps showing walking zones in each district / borough – areas within 2km walking distance of the centres of the main towns in Warwickshire. The maps also show key destinations or walking trip generators including sites identified for new housing and employment and existing journey attractors such as schools, colleges, health facilities and railway stations. These maps provide an indication of how walkable an area is.

Potential for cycling

- Maps showing cycling zones within 5km and 10km cycling distance of the centres of the main towns in Warwickshire. The maps also show key destinations or cycling trip generators including sites identified for new housing and employment, and existing journey attractors such as schools, colleges, health facilities and railway stations.
- Potential for cycling – travel demand (short trips). The County Council commissioned consultants PJA to investigate the potential for cycling by looking at corridors in the larger settlements and assessing the demand for short trips. This used Mobile Network Data (data collected from mobile telephones) to identify current motorised vehicle trips under 5km. These trips were then distributed onto the highway network using software. Flow maps were then produced which illustrate corridors where large numbers of short, motorised trips are being made. These maps are included in the LCWIP and give a strong visual indication of corridors which are likely to have the greatest potential for cycling trips.
- Potential for cycling – travel demand (propensity to cycle). The Propensity to Cycle Tool (PCT) is a strategic planning tool developed by the Department for Transport which can identify areas where cycling is currently common (based on 2011 Census travel to work data) and consider where cycling has the greatest potential to grow. Maps showing results from the PCT Results are included in the LCWIP and provide a further indication of routes which would benefit from investment in cycling.

Appendix 3: Proposed Walking Routes in North Warwickshire Borough

Ref	Scheme	Type
Atherstone		
Z03	Atherstone town centre	Core walking zone
A01	Atherstone developments	New footway/ cycle track adjacent to road, cycle track/path and crossing
A02	Coventry Canal (Atherstone to Whittington)	Cycle track/ path on open space
A06	Path and Friary Road (A5 footbridge link to Ratcliffe Road and Sheepy Road)	Cycle track/ path on open space
A07	Path (A5 footbridge link: TQEA to Carlyon Road Industrial Estate)	Cycle track/ path on open space
A08	A5 Watling Street (Atherstone/ Mancetter - A444 Weddington Lane, Caldecote)	New footway/ cycle track adjacent to road
Coleshill, Curdworth, Water Orton		
Z02	Coleshill town centre	Core walking zone
C06	Fishery Lane (Coleshill - Whitacre Heath)	Cycle track/ path on open space
C07	Gorse Lane, Coleshill	New and upgraded footway and crossing
C11	Green Lane (Coleshill to Birmingham / UK Central)	Cycle track/ path on open space
Polesworth and Dordon		
Z01	Polesworth	Core walking zone
P01	Alvecote development	New footway/ cycle track adjacent to road
P03	Bridleway and Green Lane (A5 Birch Coppice - Birchmoor - Stonydelph)	Cycle track/ path on open space and on-carriageway route
P04	Polesworth developments	New footway/ cycle track adjacent to road and cycle track/path
P07	Path (A5 Birch Coppice junction - Browns Lane)	Cycle track/ path on open space
P09	Path (A5 Watling Street - Tamworth Logistics Park)	Cycle track/ path on open space

Appendix 3: Proposed Walking Routes in North Warwickshire Borough (continued)

Ref	Scheme	Type
Cross-county leisure routes		
X01	Coventry Canal (Polesworth - Pooley Country Park)	Cycle track/ path on open space
X02	Birmingham and Fazeley Canal (Wiggins Hill to Fazeley)	Cycle track/ path on open space
X03	River Tame Greenway (Water Orton – Hams Hall)	Cycle track/ path on open space
X04	River Cole Greenway (Coleshill - North Solihull)	Cycle track/ path on open space

Appendix 4: Proposed Walking Routes in Nuneaton and Bedworth Borough

Ref	Scheme	Type
Nuneaton – programmed schemes		
	Transforming Nuneaton	Core walking zone
Nuneaton – potential schemes		
N01	Galley Common (Buchan Close - Sheridan Drive)	Cycle track/ path on open space
N02	Galley Common - Chaucer Drive paths	Cycle track/ path on open space
N03	Galley Common - Whytell Meadows	Cycle track/ path on open space
N04	West Nuneaton - Bermuda via Ensors Pool, Lingmoor Park, Stockingford and the Black Track	Cycle track/ path on open space and on carriageway route
N05	West Nuneaton to town centre	Cycle track/ path on open space
N06	Coventry Canal (Tuttle Hill - A444)	Cycle track/ path on open space
N08	Upper Abbey Street and Abbey Gardens link	Cycle track/ path on open space and on carriageway route
N09	North Nuneaton links (Stoney Road - Sandon Park)	Cycle track/ path on open space
N10	Sandon Park Link	Cycle track/ path on open space
N12	North Nuneaton links (Coronation Walk along Change Brook)	Cycle track/ path on open space
N13	North Nuneaton, Top Farm development	New footway/ cycle track adjacent to road and cycle track/path
N14	North Nuneaton, St Nicolas Park/ Callendar Farm developments	New footway/ cycle track adjacent to road and cycle track/path
N21	Coventry Canal (A444 - Gipsy Lane)	Cycle track/ path on open space
N22	Turn Over Bridge	Bridge
N23	Path (Bermuda Park Station - Coventry Road)	Cycle track/ path on open space
N24	Griff Brook paths (B4113 Coventry Road - Marston Lane)	Cycle track/ path on open space

Appendix 4: Proposed Walking Routes in Nuneaton and Bedworth Borough (continued)

Ref	Scheme	Type
N26	Gipsy Lane development, site connections	Cycle track/ path on open space
Bedworth – potential schemes		
Z04	Bedworth town centre	Core walking zone
B01	Bedworth Heath link	Widened/ upgraded footway adjacent to road, cycle track/ path and crossing
B02	Bedworth Woodlands - town centre	Widened/ upgraded footway adjacent to road, cycle track/ path and on carriageway cycle route
B03	Coventry Canal (Gipsy Lane - Hawkesbury Junction)	Cycle track/ path on open space
B04	Bedworth cross-town centre links	Widened/ upgraded footway adjacent to road, cycle track/ path and crossing
B05	Miners Welfare Park	Cycle track/ path on open space
B09	Coventry Canal (Hawkesbury Junction - Coventry)	Cycle track/ path on open space
B10	Sowe Meadows (Wilsons Lane - Woodshires Green)	Cycle track/ path on open space

Appendix 5: Proposed Walking Routes in Rugby Borough

Ref	Potential Schemes	Type
Rugby urban area		
Z05	Rugby Railway Station	Core walking zone
Z06	Rugby town centre	Core walking zone
R01	Coton Park East/ Park Connector Network - north	New and upgraded footway/ cycle track adjacent to road. Cycle track/ path, on-carriageway cycle route and crossings
R02	Path (Boughton Leigh Schools)	Cycle track/ path on open space
R04	Black Path (A426 Rugby Gateway - town centre Phase 2)	Widened/ upgraded footway adjacent to road, cycle track/ path, crossing and bridge
R05	Butlers Leap	New and upgraded footway/ cycle track adjacent to road
R06	Bridleway (New Bilton - Newbold Road)	Cycle track/ path on open space
R07	Hunters Lane	New footway/ cycle track adjacent to road
R16	Whinfield Woods paths	Cycle track/ path on open space
R20	Bridleway (The Locks - Houlton Way)	Cycle track/ path on open space
R21	Houlton network	New footway/ cycle track adjacent to road
R22	A428 Crick Road (Houlton - Dirft)	New footway/ cycle track adjacent to road
R23	Rugby Gateway Railway Station access	Widened/ upgraded footway adjacent to road and cycle track/ path on open space
R28	Whitehall Recreation Ground	Cycle track/ path on open space
R29	Trevor White Drive/ St Cross Hospital path	Cycle track/ path on open space
R33	Onley Bridle Path	Cycle track/ path on open space
R37	Scots Close Bridleway (R169c) and Alwyn Road north to Bilton	Cycle track/ path on open space and on-carriageway route

Appendix 5: Proposed Walking Routes in Rugby Borough (continued)

Ref	Potential Schemes	Type
R38	Bridleway (R169d) opposite Duncan Drive and Alwyn Road south to Dunchurch	Cycle track/ path on open space
R39	Cawston Lane (Cawston - Dunchurch)	New footway/ cycle track adjacent to road
R40	Homestead Link Road	New footway/ cycle track adjacent to road
R41	Potsford Dam Link Road	New footway/ cycle track adjacent to road
R42	B4429 Coventry Road	New footway/ cycle track adjacent to road and widened/ upgraded footway adjacent to road
R43	Cawston connections	Cycle track/ path on open space
Cross-county leisure routes		
X05	Twelve O'Clock Ride Bridleway (Brandon - Coombe Abbey)	Cycle track/ path on open space
X06	Bridleway (Brandon - Brinklow)	Cycle track/ path on open space
X07	Great Central Walk (Crowthorns - Newton)	Cycle track/ path on open space
X08	Oxford Canal towpath (Newbold - Houlton)	Cycle track/ path on open space
X09	Great Central Walk (NCN41), South Rugby	Cycle track/ path on open space
X10	Lias Line (NCN41) Draycote Water - Potsford Dam	Cycle track/ path on open space
X11	Lias Line (NCN41) Offchurch - Birdingbury	Cycle track/ path on open space

Appendix 6: Proposed Walking Routes in Warwick District

Ref	Scheme	Type
Programmed schemes		
	Warwick Town Centre	Core walking zone
	Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	New and upgraded footway adjacent to road and crossings
	A452 Europa Way	New and upgraded footway adjacent to road
	Myton Green and Heathcote Sustainable Urban Extension	Cycle track/ path on open space
	Woodloes Avenue South, Warwick	Cycle track/ path on open space
	St Nicholas Park	Cycle track/ path on open space
	Lias Line Phase 1, Offchurch - Long Itchington	Cycle track/ path on open space
	Stoneleigh Road (Dalehouse Lane to A46)	New footway/ cycle track adjacent to road
	(K2L) A452 Kenilworth to Leamington, south of B4115	New and upgraded footway/ cycle track adjacent to road and crossings
	(K2L) B4115 / Rocky Lane, Kenilworth	New footway/ cycle track adjacent to road
	Coventry Gateway South	New footway/ cycle track adjacent to road
	Footbridge: Clarke's Avenue to Farmer Ward Road	Cycle track/ path on open space
	Leyes Lane/ Glasshouse Lane	New and upgraded footway/ cycle track adjacent to road and crossings

Appendix 6: Proposed Walking Routes in Warwick District (continued)

Ref	Scheme	Type
Potential schemes		
Warwick		
W01	Grand Union Canal (Hatton - Emscote)	Cycle track/ path on open space
W03	Warwick Parkway Station access	Cycle track/ path on open space and on-carriageway cycle route
W06	Hampton Magna connections via new development	Widened/ upgraded footway adjacent to road and cycle track/ path on open space
W08	Banbury Road bridge	Cycle track/ path on open space
W10	Myton path (Myton Road - Technology Park)	Cycle track/ path on open space
W11	River Avon Path (St Nicholas Park/Pickard Street to Portobello Bridge)	Cycle track/ path on open space
Leamington		
Z08	Leamington Town Centre	Core walking zone
L01	River Leam Path (Portobello Bridge to Prince's Bridge)	Cycle track/ path on open space
L02	River Leam Path (Prince's Bridge to Adelaide Bridge, with link to Milverton)	Cycle track/ path on open space
L04	Grand Union Canal (Emscote - Offchurch Greenway)	Cycle track/ path on open space
L05	Fords Fields path (Queensway - NCN41)	Cycle track/ path on open space
L11	A445 Lillington Avenue/ Binswood Avenue	Crossings
L19	Windmill Road - Leamington Cemetery	Cycle track/ path on open space and on-carriageway cycle route

Appendix 6: Proposed Walking Routes in Warwick District (continued)

Ref	Scheme	Type
L22	Leamington - Lighthorne Heath and Gaydon	New footway/ cycle track adjacent to road, cycle track/ path on open space and on-carriageway route
L23	Golf Lane Bridleway, Whitnash	Cycle track/ path on open space
L24	Bridleway (Greenfield Road - Radford Semele)	Cycle track/ path on open space
L26	Disused railway (Radford Road - Calder Walk)	Cycle track/ path on open space and on-carriageway cycle route
L27	A425 Radford Road/ Southam Road (Radford Semele - Leamington)	Widened/ upgraded footway adjacent to road and ramps
L28	Offchurch Lane: Radford Semele -Grand Union Canal	New footway/ cycle track adjacent to road
Kenilworth		
Z07	Kenilworth Town Centre	Core walking zone
K04	Kings Hill development including spine road and Kings Hill Lane	New footway/ cycle track adjacent to road and on-carriageway cycle route
K05	Stoneleigh Road (Gibbet Hill - Kings Hill Lane)	New footway/ cycle track adjacent to road
K06	Stoneleigh Road (Kings Hill Lane to Dalehouse Lane)	New footway/ cycle track adjacent to road
K08	A46 University of Warwick Strategic Link Road	New footway/ cycle track adjacent to road
K09	Dalehouse Lane	New footway/ cycle track adjacent to road
K10	B4115 Ashow Road near Stoneleigh Business Park (Rocky Lane to Stoneleigh)	New footway/ cycle track adjacent to road
K11	Burton Green (Kenilworth Greenway NCN 523)	Cycle track/ path on open space

Appendix 6: Proposed Walking Routes in Warwick District (continued)

Ref	Scheme	Type
K14	Abbey Fields	Cycle track/ path on open space and crossings
K20	East Kenilworth development - new roads	New footway/ cycle track adjacent to road
K21	East Kenilworth development - greenways	Cycle track/ path on open space
K22	Thickthorne development	New footway/ cycle track adjacent to road
K27	Paths, Bullimore Wood	Cycle track/ path on open space
K28	(K2L) A452 Kenilworth to Leamington, north of B4115	Cycle track/ path on open space and crossings
	Cross-county leisure routes	
X11	Lias Line (NCN41) Offchurch - Birdingbury	Cycle track/ path on open space
X12	Baginton Community Park	Cycle track/ path on open space
X13	Kenilworth Greenway (NCN523) (Burton Green - Berkswell)	Cycle track/ path on open space
X14	Bridleway between Hatton and Kenilworth	Cycle track/ path on open space
X15	Bridleway between Hatton and Warwick	Cycle track/ path on open space
X16	HS2 Link: Cubbington to Offchurch	Cycle track/ path on open space
X17	Offchurch Greenway (NCN41) Welsh Road	Cycle track/ path on open space
X18	Tachbrook Country Park, and Heathcote	Cycle track/ path on open space

Appendix 7: Proposed Walking Routes in Stratford-on-Avon District

Ref	Scheme	Type
Programmed schemes		
	B4632 Campden Road (Long Marston airfield - Meon Vale)	New footway/ cycle track adjacent to road
	Stratford-upon-Avon Canal (urban section)	Cycle track/ path on open space
	Stratford Greenway (Long Marston - Stratford)	Cycle track/ path on open space
	A3400 Shipston Road (Rosebird Centre)	New footway/ cycle track adjacent to road
	A422 Alcester Road - extension to Wildmoor	New footway/ cycle track adjacent to road
	Riverside project, Warwick Road phase	Cycle track/ path on open space and new bridge
	A423 Banbury Road/ Southam Rd (Southam to Ladbroke)	New footway/ cycle track adjacent to road
	Lias Line Phase 1, Offchurch - Long Itchington	Cycle track/ path on open space
Potential schemes		
Stratford-upon-Avon		
Z11	Stratford town centre	Core walking zone
Z12	Canal quarter	Core walking zone
S03	Hamlet Way and Masons Road links (Canal Quarter)	Cycle track/ path on open space and new bridge
S04	Brunel Way/ Western Road/ Maybrook Road (Canal Qtr)	Cycle track/ path on open space and new bridge
S09	South Stratford - town centre (new River Avon footbridge)	Cycle track/ path on open space and new bridge

Appendix 7: Proposed Walking Routes in Stratford-on-Avon District (continued)

Ref	Scheme	Type
S12	Shottery Relief Road	New footway/ cycle track adjacent to road
S14	A4390/ B439 Evesham Road/ Broad Walk junction improvements	Upgraded footway/ cycle track adjacent to road plus crossings
S16	Path, Avonmeadow Close to Lucy's Mill Bridge	Cycle track/ path on open space
S17	Riverside project, southern section	Cycle track/ path on open space
S18	Long Marston Airfield connections (including to Stratford Greenway)	New footway/ cycle track adjacent to road, cycle track/ path on open space and on-carriageway cycle route
S19	Meon Vale Greenway	Cycle track/ path on open space
Alcester		
Ar02	Alcester disused railway path (Hertford Road - Adams Close)	Cycle track/ path on open space
Bidford-on-Avon		
Z13	B439 Tower Hill, Bidford	Core walking zone
Bd01	B439 Stratford Road (Bidford-on-Avon - Health Centre)	New footway/ cycle track adjacent to road
Henley-in-Arden		
Z15	A3400 Henley High Street	Core walking zone
Kineton		
Kn01	Southam Road/ Kineton Road (Kineton - Chadshunt - Gaydon)	Cycle track/ path on open space
Kn02	Admiral Cowan Way, The Willows, Kineton	Cycle track/ path on open space
Shipston-on-Stour		
Z10	A3400 Shipston High Street	Core walking zone

Appendix 7: Proposed Walking Routes in Stratford-on-Avon District (continued)

Ref	Scheme	Type
Southam		
Sm05	A425 Leamington Road (Southam to Stoney Thorpe)	New footway/ cycle track adjacent to road
Sm06	B4451 Kineton Road (Leamington Road to Northfield Road)	New footway/ cycle track adjacent to road
Studley		
Z14	A435 Studley local centre	Core walking zone
Wellesbourne		
Z09	B4086 Warwick Road and Church Street	Core walking zone
We01	Wellesbourne A429 crossing points	New and upgraded footway/ cycle track adjacent to road plus crossings
Cross-county leisure routes		
X19	Lias Line, extension to Model Village	Cycle track/ path on open space
X20	Avon and Arrow Greenway	Cycle track/ path on open space
X21	Stratford to Bidford disused railway	Cycle track/ path on open space
X22	Stratford-upon-Avon Canal (Bishopton to Wilmcote)	Cycle track/ path on open space
X23	Stratford to Shipston Tramway	Cycle track/ path on open space
X24	Stratford to Kineton disused railway	Cycle track/ path on open space
X26	HS2 Link: Wormleighton to Ladbroke	Cycle track/ path on open space
X27	HS2 Link: Claydon and Lower Boddington to Wormleighton	Cycle track/ path on open space

Appendix 8: Proposed Cycling Routes in North Warwickshire Borough

Ref	Scheme	Type
Atherstone		
Potential schemes		
A01	Atherstone developments	New footway/ cycle track adjacent to road, cycle track/path and crossing
A02	Coventry Canal (Atherstone to Whittington)	Cycle track/ path on open space
A03	Atherstone town links (Gypsy Lane, Rowlands Way, Whittington Lane, Holly Lane)	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
A04	Atherstone town links (Sheepy Road)	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
A05	Atherstone town links (Ratcliffe Road)	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
A06	Path and Friary Road (A5 footbridge link to Ratcliffe Road and Sheepy Road)	Cycle track/ path on open space
A07	Path (A5 footbridge link: TQEA to Carlyon Road Industrial Estate)	Cycle track/ path on open space
A08	A5 Watling Street (Atherstone/ Mancetter - A444 Weddington Lane, Caldecote)	New footway/ cycle track adjacent to road
Coleshill, Water Orton and Kingsbury		
Programmed schemes		
	B4114 Birmingham Road (Coleshill – Kingshurst)	Widened/ upgraded footway adjacent to road and crossing
Potential schemes		
C01	Water Orton Lane (Water Orton – Minworth)	Widened/ upgraded footway adjacent to road
C02	B4118 Water Orton Rd/ Birmingham Road (Water Orton - Birmingham/ Castle Bromwich)	Widened/ upgraded footway adjacent to road
C03	B4117 Watton Lane (Water Orton - Coleshill)	Widened/ upgraded footway adjacent to road and crossing

Appendix 8: Proposed Cycling Routes in North Warwickshire Borough (continued)

Ref	Scheme	Type
C04	A51 Coventry Road, Kingsbury	Widened/ upgraded footway adjacent to road, cycle track/ path and on-carriageway cycle route
C05	Church Lane/ Haunch Lane (Hams Hall – Kingsbury via Lea Marston)	Cycle track/ path on open space, on-carriageway route and crossing
C06	Fishery Lane (Coleshill – Whitacre Heath)	Cycle track/ path on open space
C07	Gorse Lane, Coleshill	New and upgraded footway and crossing
C08	Station Road, Coleshill (River Cole bridge – Coleshill Parkway)	Widened/ upgraded footway adjacent to road and crossings
C09	A446 Stonebridge Road (Gilson Road to Coleshill Heath Road)	Widened/ upgraded footway adjacent to road
C10	Coleshill town north-south spine (Stonebridge Road, Wingfield Road, High Street)	On-carriageway cycle route
C11	Green Lane (Coleshill to Birmingham / UK Central)	Cycle track/ path on open space
C12	Coleshill Heath Road (Coleshill – Birmingham / UK Central/ HS2 Interchange)	Widened/ upgraded footway adjacent to road and bridge
Polesworth and Dordon		
Potential schemes		
P01	Alvecote development	New footway/ cycle track adjacent to road
P02	Polesworth and Dordon north-south links	On-carriageway cycle route
P03	Bridleway and Green Lane (A5 Birch Coppice – Birchmoor – Stonydelph)	Cycle track/ path on open space and on-carriageway route
P04	Polesworth developments	New footway/ cycle track adjacent to road and cycle track/path
P05	St Helena Road/ Dordon Hall Lane (Polesworth – Grendon)	On-carriageway cycle route

Appendix 8: Proposed Cycling Routes in North Warwickshire Borough (continued)

Ref	Scheme	Type
P06	Church Road/ Dunns Lane, Dordon	On-carriageway cycle route
P07	Path (A5 Birch Coppice junction - Browns Lane)	Cycle track/ path on open space
P08	A5 Watling Street (M42 Junction 10)	Widened/ upgraded footway adjacent to road and crossing
P09	Path (A5 Watling Street - Tamworth Logistics Park)	Cycle track/ path on open space
P10	A5 Watling Street (Birch Coppice - Dordon - Grendon)	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
P11	A5 Watling Street (Grendon to Holly Lane)	Widened/ upgraded footway adjacent to road
Cross-county leisure routes		
Potential schemes		
X01	Coventry Canal (Polesworth - Pooley Country Park)	Cycle track/ path on open space
X02	Birmingham and Fazeley Canal (Wiggins Hill to Fazeley)	Cycle track/ path on open space
X03	River Tame Greenway (Water Orton – Hams Hall)	Cycle track/ path on open space
X04	River Cole Greenway (Coleshill - North Solihull)	Cycle track/ path on open space

Appendix 9: Proposed Cycling Routes in Nuneaton & Bedworth Borough

Ref	Scheme	Type
Nuneaton		
Programmed schemes		
	A444 Weddington Road south (Town centre - Change Brook)	Widened/ upgraded footway adjacent to road
	A47 Hinckley Rd (Nuneaton – Hinckley: western phase)	Widened/ upgraded footway adjacent to road
	A47 The Long Shoot (Nuneaton - Hinkley: eastern phase)	Widened/ upgraded footway adjacent to road
	West Nuneaton - Bermuda via Bermuda Road	New footway/ cycle track adjacent to road
Potential schemes		
N01	Galley Common (Buchan Close - Sheridan Drive)	Cycle track/ path on open space
N02	Galley Common - Chaucer Drive paths	Cycle track/ path on open space
N03	Galley Common - Whytell Meadows	Cycle track/ path on open space
N04	West Nuneaton - Bermuda via Ensors Pool, Lingmoor Park, Stockingford and the Black Track	Cycle track/ path on open space and on carriageway route
N05	West Nuneaton to town centre	Cycle track/ path on open space
N06	Coventry Canal (Tuttle Hill - A444)	Cycle track/ path on open space
N07	B4114 Tuttle Hill and Midland Road	Widened/ upgraded footway adjacent to road and on carriageway route and crossing
N08	Upper Abbey Street and Abbey Gardens link	Cycle track/ path on open space and on carriageway route
N09	North Nuneaton links (Stoney Road - Sandon Park)	Cycle track/ path on open space
N10	Sandon Park Link	Cycle track/ path on open space
N11	A444 Weddington Road north (Change Brook - Church Lane)	Widened/ upgraded footway adjacent to road

Appendix 9: Proposed Cycling Routes in Nuneaton & Bedworth Borough (continued)

Ref	Scheme	Type
N12	North Nuneaton links (Coronation Walk along Change Brook)	Cycle track/ path on open space
N13	North Nuneaton, Top Farm development	New footway/ cycle track adjacent to road and cycle track/path
N14	North Nuneaton, St Nicolas Park/ Callendar Farm developments	New footway/ cycle track adjacent to road and cycle track/path
N15	Nuneaton town centre links	Widened/ upgraded footway adjacent to road
N16	Horeston Grange links	Cycle track/ path on open space
N17	A4254 Eastboro Way, Nuneaton	Widened/ upgraded footway adjacent to road
N18	A444 Hospital access, Chilvers Rise	Widened/ upgraded footway adjacent to road
N19	College Street north (including junction with Bull Ring and A444)	Widened/ upgraded footway adjacent to road and on carriageway route and bridge
N20	College Street south	On-carriageway cycle route
N21	Coventry Canal (A444 - Gipsy Lane)	Cycle track/ path on open space
N22	Turn Over Bridge	Bridge
N23	Path (Bermuda Park Station - Coventry Road)	Cycle track/ path on open space
N24	Griff Brook paths (B4113 Coventry Road - Marston Lane)	Cycle track/ path on open space
N25	B4113 Coventry Road	Widened/ upgraded footway adjacent to road
N26	Gipsy Lane development, site connections	Cycle track/ path on open space
N27	Whitestone links	Widened/ upgraded footway adjacent to road
Bedworth		
Programmed schemes		
	B4113 Coventry Road (Bermuda - Bedworth)	Widened/ upgraded footway adjacent to road and crossing

Appendix 9: Proposed Cycling Routes in Nuneaton & Bedworth Borough (continued)

Ref	Scheme	Type
	B4113 Coventry Road parallel route (Bedworth - Exhall)	Widened/ upgraded footway adjacent to road and on carriageway route
	Wilsons Lane/ Woodshires Road (Exhall - Longford)	New and upgraded footway/ cycle track adjacent to road, on carriageway route and crossing
Potential schemes		
B01	Bedworth Heath link	Widened/ upgraded footway adjacent to road, cycle track/ path and crossing
B02	Bedworth Woodlands - town centre	Widened/ upgraded footway adjacent to road, cycle track/ path and on carriageway cycle route
B03	Coventry Canal (Gipsy Lane - Hawkesbury Junction)	Cycle track/ path on open space
B04	Bedworth cross-town centre links	Widened/ upgraded footway adjacent to road, cycle track/ path and crossing
B05	Miners Welfare Park	Cycle track/ path on open space
B06	West Bedworth - town centre (Smarts Road to Black Bank)	Widened/ upgraded footway adjacent to road and cycle track/ path
B07	West Bedworth - Bowling Green Lane junction (Ash Green Royal Oak Lane and Goodyers End Lane)	On-carriageway cycle route
B08	B4029 Bulkington - Bedworth	Widened/ upgraded footway adjacent to road
B09	Coventry Canal (Hawkesbury Junction - Coventry)	Cycle track/ path on open space
B10	Sowe Meadows (Wilsons Lane - Woodshires Green)	Cycle track/ path on open space

Appendix10: Proposed Cycling Routes in Rugby Borough

Ref	Scheme	Type
Rugby		
Programmed schemes		
	A426 Avon Mill	New footway/ cycle track adjacent to road
Potential schemes		
R01	Coton Park East/ Park Connector Network - north	New and upgraded footway/ cycle track adjacent to road.
R02	Path (Boughton Leigh Schools)	Cycle track/ path on open space
R03	Old Leicester Road	Widened/ upgraded footway adjacent to road
R04	Black Path (A426 Rugby Gateway - town centre Phase 2)	Widened/ upgraded footway adjacent to road, cycle track/ path, crossing and bridge
R05	Butlers Leap	New and upgarded footway/ cycle track adjacent to road
R06	Bridleway (New Bilton - Newbold Road)	Cycle track/ path on open space
R07	Hunters Lane	New footway/ cycle track adjacent to road
R08	A426 Newbold Road	Widened/ upgraded footway adjacent to road
R09	Caldecott Park and Poplar Grove	Cycle track/ path on open space and on-carriageway route
R10	A426 (Asda - Evreux Way)	Widened/ upgraded footway adjacent to road
R11	A428 Lawford Road parallel back street route	Cycle track/ path on open space and on-carriageway route
R12	B5414 Clifton Road/ Church Street/ North Street	On-carriageway cycle route and crossing
R13	Clifton Road (South Street - Murray Road)	Widened/ upgraded footway adjacent to road and crossing
R14	Clifton Road (Houlton Way - South Street)	Widened/ upgraded footway adjacent to road, on carriageway route and crossing

Appendix10: Proposed Cycling Routes in Rugby Borough (continued)

Ref	Scheme	Type
R15	Biart Place	On-carriageway cycle route
R16	Whinfield Woods paths	Cycle track/ path on open space
R17	The Kent, School Street and Lower Street	On-carriageway cycle route
R18	Moors Lane	On-carriageway cycle route
R19	The Locks to The Kent via Brindley Road	On-carriageway cycle route
R20	Bridleway (The Locks - Houlton Way)	Cycle track/ path on open space
R21	Houlton network	New footway/ cycle track adjacent to road
R22	A428 Crick Road (Houlton - Dirft)	New footway/ cycle track adjacent to road
R23	Rugby Gateway Railway Station access	Widened/ upgraded footway adjacent to road and cycle track/ path on open space
R24	A428 Crick Road (Paddock - Houlton)	Widened/ upgraded footway adjacent to road, on carriageway route and crossing
R25	B4429 Ashlawn Road (Dunchurch - Ashlawn School)	Widened/ upgraded footway adjacent to road and crossing
R26	Town centre (Sheep Street and Market Place)	On-carriageway cycle route
R27	Bruce Williams Way/ Whitehall Road	Widened/ upgraded footway adjacent to road and crossing
R28	Whitehall Recreation Ground	Cycle track/ path on open space
R29	Trevor White Drive/ St Cross Hospital path	Cycle track/ path on open space
R30	Pytchley Road link to Great Central	On-carriageway cycle route and crossing
R31	Barby Road (Hospital access)	Widened/ upgraded footway adjacent to road and crossing
R32	A426 Dunchurch Road to Rugby Town Centre	Widened/ upgraded footway adjacent to road, on carriageway route and crossing
R33	Onley Bridle Path	Cycle track/ path on open space

Appendix10: Proposed Cycling Routes in Rugby Borough (continued)

Ref	Scheme	Type
R34	Overslade links	On-carriageway cycle route
R35	Sow Brook: Lytham Road/ Shakespeare Gardens (Bilton Road - Dunchurch Road)	Cycle track/ path on open space and on-carriageway route
R36	B4642 Bilton Road (A4071 - Cawston - Town Centre)	Widened/ upgraded footway adjacent to road and crossing
R37	Scots Close Bridleway (R169c) and Alwyn Road north to Bilton	Cycle track/ path on open space and on-carriageway route
R38	Bridleway (R169d) opposite Duncan Drive and Alwyn Road south to Dunchurch	Cycle track/ path on open space
R39	Cawston Lane (Cawston - Dunchurch)	New footway/ cycle track adjacent to road
R40	Homestead Link Road	New footway/ cycle track adjacent to road
R41	Potsford Dam Link Road	New footway/ cycle track adjacent to road
R42	B4429 Coventry Road	New footway/ cycle track adjacent to road and widened/ upgraded footway adjacent to road
R43	Cawston connections	Cycle track/ path on open space
Coventry Connections		
Cy01	Ansty Park	New footway/ cycle track adjacent to road
Cy02	Binley Woods - Coventry East	Widened/ upgraded footway adjacent to road
Cy03	A45 Tollbar End	Widened/ upgraded footway adjacent to road
Cy04	A423 Oxford Road (Tollbar End - Ryton)	Widened/ upgraded footway adjacent to road and cycle track/ path on open space

Appendix 10: Proposed Cycling Routes in Rugby Borough (continued)

Ref	Scheme	Type
Cross-county leisure routes		
Potential schemes		
X05	Twelve O'Clock Ride Bridleway (Brandon - Coombe Abbey)	Cycle track/ path on open space
X06	Bridleway (Brandon - Brinklow)	Cycle track/ path on open space
X07	Great Central Walk (Crowthorns - Newton)	Cycle track/ path on open space
X08	Oxford Canal towpath (Newbold - Houlton)	Cycle track/ path on open space
X09	Great Central Walk (NCN41), South Rugby	Cycle track/ path on open space
X10	Lias Line (NCN41) Draycote Water - Potsford Dam	Cycle track/ path on open space
X11	Lias Line (NCN41) Offchurch - Birdingbury	Cycle track/ path on open space

Appendix 11: Proposed Cycling Routes in Warwick District

Ref	Scheme	Type
Warwick		
Programmed schemes		
	Myton Green and Heathcote Sustainable Urban Extension	Cycle track/ path on open space
	A4177 Birmingham Road, Hatton	Widened/ upgraded footway adjacent to road
	Woodloes Avenue South, Warwick	Cycle track/ path on open space
	Warwick Town Centre	Core walking zone
	St Nicholas Park	Cycle track/ path on open space
	A429 Coventry Road	Widened/ upgraded footway adjacent to road, cycle track/ path on open space and crossings
	A445 Emscote Road (Warwick - Leamington)	Widened/ upgraded footway adjacent to road
	Vittle Drive/Ansell Way	Widened/ upgraded footway adjacent to road and crossings
	Potential schemes	
W01	Grand Union Canal (Hatton - Emscote)	Cycle track/ path on open space
W02	Primrose Hill	Widened/ upgraded footway adjacent to road
W03	Warwick Parkway Station access	Cycle track/ path on open space and on-carriageway cycle route
W04	A425 Saltisford/ Birmingham Road	Widened/ upgraded footway adjacent to road
W05	Warwick Station - Hospital	On-carriageway cycle route
W06	Hampton Magna connections via new development	Widened/ upgraded footway adjacent to road and cycle track/ path on open space
W07	A429 Stratford Road,	Widened/ upgraded footway adjacent to road
W08	Banbury Road bridge	Cycle track/ path on open space
W09	Myton Road	Widened/ upgraded footway adjacent to road and cycle track/path

Appendix 11: Proposed Cycling Routes in Warwick District (continued)

Ref	Scheme	Type
W10	Myton path (Myton Road - Technology Park)	Cycle track/ path on open space
W11	River Avon Path (St Nicholas Park/Pickard Street to Portobello Bridge)	Cycle track/ path on open space
Leamington and Whitnash		
Programmed schemes		
	Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	New and upgraded footway adjacent to road and crossings
	A452 Europa Way	New and upgraded footway adjacent to road
	(K2L) A452 Kenilworth Road (Leamington Spa Town Centre)	New segregated cycle track and crossing
	Newbold Terrace	On-carriageway cycle route and crossings
	The Places: Dormer Place, Augusta Place, Portland Place East, Portland Street, Regent Street	On-carriageway cycle route and crossings
Potential schemes		
L01	River Leam Path (Portobello Bridge to Prince's Bridge)	Cycle track/ path on open space
L02	River Leam Path (Prince's Bridge to Adelaide Bridge, with link to Milverton)	Cycle track/ path on open space
L03	A452 Princes Drive	Widened/ upgraded footway adjacent to road
L04	Grand Union Canal (Emscote - Offchurch Greenway)	Cycle track/ path on open space
L05	Fords Fields path (Queensway - NCN41)	Cycle track/ path on open space
L06	Kingsway/ Queensway	Widened/ upgraded footway adjacent to road and crossings
L07	Olympus Avenue and Shires Retail Park	Widened/ upgraded footway adjacent to road
L08	Tachbrook Park Drive, Leamington	Widened/ upgraded footway adjacent to road

Appendix 11: Proposed Cycling Routes in Warwick District (continued)

Ref	Scheme	Type
L09	Heathcote Lane, Warwick Gates	Widened/ upgraded footway adjacent to road
L10	B4453 Cubbington - Lillington - Leamington	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
L11	A445 Lillington Avenue/ Binswood Avenue	Crossings
L12	Leamington Spa Town Centre/ North - South	On-carriageway cycle route
L13	Leamington Spa Town Centre/ East - West	On-carriageway cycle route
L14	Archery Road/ York Road	On-carriageway cycle route and crossings
L15	Priory Terrace and Leam Terrace	Widened/ upgraded footway adjacent to road
L16	B4087 Tachbrook Road	Widened/ upgraded footway adjacent to road and crossings
L17	Tachbrook Street across railway to Berrington Road and Sydenham	On-carriageway cycle route
L18	St Helen's Rd/ Grosvenor Road/ Prospect Road	Widened/ upgraded footway adjacent to road
L19	Windmill Road - Leamington Cemetery	Cycle track/ path on open space and on-carriageway cycle route
L20	Juno Drive and Hermes Close	Widened/ upgraded footway adjacent to road
L21	Whitnash connections	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
L22	Leamington - Lighthorne Heath and Gaydon	New footway/ cycle track adjacent to road, cycle track/ path on open space and on-carriageway route
L23	Golf Lane Bridleway, Whitnash	Cycle track/ path on open space
L24	Bridleway (Greenfield Road - Radford Semele)	Cycle track/ path on open space
L25	Chesterton Drive, Sydenham	Widened/ upgraded footway adjacent to road
L26	Disused railway (Radford Road - Calder Walk)	Cycle track/ path on open space and on-carriageway cycle route

Appendix 11: Proposed Cycling Routes in Warwick District (continued)

Ref	Scheme	Type
L27	A425 Radford Road/ Southam Road (Radford Semele - Leamington)	Widened/ upgraded footway adjacent to road and ramps
L28	Offchurch Lane: Radford Semele -Grand Union Canal	New footway/ cycle track adjacent to road
Kenilworth, Stoneleigh, Baginton and Kings Hill		
Programmed schemes		
	Coventry Gateway South	New footway/ cycle track adjacent to road
	Stoneleigh Road (Dalehouse Lane to A46)	New footway/ cycle track adjacent to road
	(K2L) A452 Kenilworth to Leamington, south of B4115	New and upgraded footway/ cycle track adjacent to road and crossings
	(K2L) B4115 / Rocky Lane, Kenilworth	New footway/ cycle track adjacent to road
	Footbridge: Clarke's Avenue to Farmer Ward Road	Cycle track/ path on open space
	Leyes Lane/ Glasshouse Lane	New and upgraded footway/ cycle track adjacent to road and crossings
Potential schemes		
K01	Rowley Road, Baginton	Widened/ upgraded footway adjacent to road and crossings
K02	Mill Hill, Baginton and Howes Lane	On-carriageway cycle route and bridge
K03	Finham links	On-carriageway cycle route
K04	Kings Hill development including spine road and Kings Hill Lane	New footway/ cycle track adjacent to road and on-carriageway cycle route
K05	Stoneleigh Road (Gibbet Hill - Kings Hill Lane)	New footway/ cycle track adjacent to road
K06	Stoneleigh Road (Kings Hill Lane to Dalehouse Lane)	New footway/ cycle track adjacent to road
K07	Stoneleigh Road (A46 to Stoneleigh Village)	On-carriageway cycle route

Appendix 11: Proposed Cycling Routes in Warwick District (continued)

Ref	Scheme	Type
K08	A46 University of Warwick Strategic Link Road	New footway/ cycle track adjacent to road
K09	Dalehouse Lane	New footway/ cycle track adjacent to road
K10	B4115 Ashow Road near Stoneleigh Business Park (Rocky Lane to Stoneleigh)	New footway/ cycle track adjacent to road
K11	Burton Green (Kenilworth Greenway NCN 523)	Cycle track/ path on open space
K12	A429 Coventry Road/ Kenilworth Road, Crackley, Kenilworth	Widened/ upgraded footway adjacent to road
K13	B4103 Castle Road/ Clinton Lane	On-carriageway cycle route
K14	Abbey Fields	Cycle track/ path on open space and crossings
K15	Kenilworth E-W route (Greenway, Mill End, Finham Drive and Rawnsley Drive)	New footway/ cycle track adjacent to road , on-carriageway route and crossings
K16	Crewe Lane	Cycle track/ path on open space and on-carriageway cycle route
K17	Kenilworth E-W route (Station/ Whitemoor Road/ Leyes Lane)	On-carriageway route and crossings
K18	Kenilworth E-W route (Thornby Avenue)	New footway/ cycle track adjacent to road , on-carriageway route and crossings
K19	Kenilworth E-W route (St Johns and Glasshouse Lane)	New and upgraded footway/ cycle track adjacent to road, on-carriageway route and crossings
K20	East Kenilworth development - new roads	New footway/ cycle track adjacent to road
K21	East Kenilworth development - greenways	Cycle track/ path on open space
K22	Thickthorne development	New footway/ cycle track adjacent to road
K23	Station Road	On-carriageway cycle route
K24	A452 Warwick Road (Kenilworth town centre)	On-carriageway cycle route

Appendix 11: Proposed Cycling Routes in Warwick District (continued)

Ref	Scheme	Type
K25	Warwick Road (Wilkshire Road to St John's)	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
K26	Warwick Road (Leek Wootton to Wilkshire Road)	Widened/ upgraded footway adjacent to road
K27	Paths, Bullimore Wood	Cycle track/ path on open space
K28	(K2L) A452 Kenilworth to Leamington, north of B4115	Cycle track/ path on open space and crossings
Cross-county leisure routes		
Programmed schemes		
	Lias Line Phase 1, Offchurch - Long Itchington	Cycle track/ path on open space
Potential schemes		
X11	Lias Line (NCN41) Offchurch - Birdingbury	Cycle track/ path on open space
X12	Baginton Community Park	Cycle track/ path on open space
X13	Kenilworth Greenway (NCN523) (Burton Green - Berkswell)	Cycle track/ path on open space
X14	Bridleway between Hatton and Kenilworth	Cycle track/ path on open space
X15	Bridleway between Hatton and Warwick	Cycle track/ path on open space
X16	HS2 Link: Cubbington to Offchurch	Cycle track/ path on open space
X17	Offchurch Greenway (NCN41) Welsh Road	Cycle track/ path on open space
X18	Tachbrook Country Park, and Heathcote	Cycle track/ path on open space

Appendix 12: Proposed Cycling Routes in Stratford-on-Avon District

Ref	Scheme	Type of route
Stratford-upon-Avon		
Programmed schemes		
	B4632 Campden Road (Long Marston airfield - Meon Vale)	New footway/ cycle track adjacent to road
	Stratford-upon-Avon Canal (urban section)	Cycle track/ path on open space
	Stratford Greenway (Long Marston - Stratford)	Cycle track/ path on open space
	A3400 Shipston Road (Rosebird Centre)	New footway/ cycle track adjacent to road
	A422 Alcester Road - extension to Wildmoor	New footway/ cycle track adjacent to road
	Riverside project, Warwick Road phase	Cycle track/ path on open space and new bridge
	A422 Alcester Rd (Railway Station - Hathaway Green)	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
	A3400 Birmingham Road (town centre - Bishopton)	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
Potential schemes		
S01	Bishopton connections	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
S02	A3400 Birmingham Road (Bishopton to A46)	Widened/ upgraded footway adjacent to road
S03	Hamlet Way and Masons Road links (Canal Quarter)	Cycle track/ path on open space and new bridge
S04	Brunel Way/ Western Road/ Maybrook Road (Canal Qtr)	Cycle track/ path on open space and new bridge
S05	A422 Alcester Road/ Greenhill Street (town centre)	Widened/ upgraded footway adjacent to road

Appendix 12: Proposed Cycling Routes in Stratford-on-Avon District (continued)

Ref	Scheme	Type of route
S06	Town centre links	On-carriageway cycle route plus crossings
S07	A3400 Bridgeway: Stratford Leisure Centre cycle access	Widened/ upgraded footway adjacent to road
S08	A429 Warwick Road (Stratford - Ryon Hill)	Widened/ upgraded footway adjacent to road
S09	South Stratford - town centre (new River Avon footbridge)	Cycle track/ path on open space and new bridge
S10	B4086 Tiddington Road (Stratford - Tiddington)	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
S11	A422 Banbury Road	On-carriageway cycle route
S12	Shottery Relief Road	New footway/ cycle track adjacent to road
S13	Shottery - town centre	Widened/ upgraded footway adjacent to road, on-carriageway cycle route and crossings
S14	A4390/ B439 Evesham Road/ Broad Walk junction improvements	Upgraded footway/ cycle track adjacent to road plus crossings
S15	A4390 Seven Meadows Road, Stratford	On-carriageway cycle route
S16	Path, Avonmeadow Close to Lucy's Mill Bridge	Cycle track/ path on open space
S17	Riverside project, southern section	Cycle track/ path on open space
S18	Long Marston Airfield connections (including to Stratford Greenway)	New footway/ cycle track adjacent to road, cycle track/ path on open space and on-carriageway cycle route
S19	Meon Vale Greenway	Cycle track/ path on open space
Southam		
Programmed schemes		
	A423 Banbury Road/ Southam Rd (Southam to Ladbroke)	New footway/ cycle track adjacent to road

Appendix 12: Proposed Cycling Routes in Stratford-on-Avon District (continued)

Ref	Scheme	Type of route
Potential schemes		
Sm01	A423 Southam Road (Long Itchington - Southam)	Widened/ upgraded footway adjacent to road
Sm02	Southam North-South route (western side)	Widened/ upgraded footway adjacent to road, cycle track/ path on open space and on-carriageway cycle route
Sm03	Southam North-South route (old main road)	Widened/ upgraded footway adjacent to road and on-carriageway cycle route
Sm04	Southam West Route (College to High Street)	Widened/ upgraded footway adjacent to road, cycle track/ path on open space and on-carriageway cycle route
Sm05	A425 Leamington Road (Southam to Stoney Thorpe)	New footway/ cycle track adjacent to road
Sm06	B4451 Kineton Road (Leamington Road to Northfield Road)	New footway/ cycle track adjacent to road
Sm07	A425 Daventry Road (between bypass and Spitfire Road)	Widened/ upgraded footway adjacent to road plus crossings
Sm08	Southam East Route (Pound Way to High Street)	Cycle track/ path on open space and on-carriageway cycle route
Sm09	Welsh Road East (between bypass and Spitfire Road)	Upgraded footway/ cycle track adjacent to road plus crossings
Alcester		
Ar01	A435 Studley - Coughton - Alcester	Widened/ upgraded footway adjacent to road
Ar02	Alcester disused railway path (Hertford Road - Adams Close)	Cycle track/ path on open space
Bidford-on-Avon		
Bd01	B439 Stratford Road (Bidford-on-Avon - Health Centre)	New footway/ cycle track adjacent to road

Appendix 12: Proposed Cycling Routes in Stratford-on-Avon District (continued)

Ref	Scheme	Type of route
Henley-in-Arden		
H01	A3400 Henley-in-Arden - Wootton Wawen	Widened/ upgraded footway adjacent to road
Kineton		
Kn01	Southam Road/ Kineton Road (Kineton - Chadshunt - Gaydon)	Cycle track/ path on open space
Kn02	Admiral Cowan Way, The Willows, Kineton	Cycle track/ path on open space
Wellesbourne		
We01	Wellesbourne A429 crossing points	New and upgraded footway/ cycle track adjacent to road plus crossings
Cross-county leisure routes		
Programmed schemes		
	Lias Line Phase 1, Offchurch - Long Itchington	Cycle track/ path on open space
Potential schemes		
X19	Lias Line, extension to Model Village	Cycle track/ path on open space
X20	Avon and Arrow Greenway	Cycle track/ path on open space
X21	Stratford to Bidford disused railway	Cycle track/ path on open space
X22	Stratford-upon-Avon Canal (Bishopston to Wilmcote)	Cycle track/ path on open space
X23	Stratford to Shipston Tramway	Cycle track/ path on open space
X24	Stratford to Kineton disused railway	Cycle track/ path on open space
X25	Deppers Bridge to Ladbroke	On carriageway cycle route
X26	HS2 Link: Wormleighton to Ladbroke	Cycle track/ path on open space and on-carriageway cycle route
X27	HS2 Link: Claydon and Lower Boddington to Wormleighton	Cycle track/ path on open space and on-carriageway cycle route

