

Part 3: Implementation

1. Integration

Supporting other policies and strategies

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

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

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

Combining infrastructure with promotion, publicity, education and enforcement

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

Promotion and publicity, through face-to-face communication as well as digital and social media channels, will be a key part of scheme development and delivery. Education of road users will remain important, particularly as more innovative designs are introduced for walking, wheeling and cycling. General awareness raising will also continue, to promote active travel campaigns as well as key

principles such as the hierarchy of users within the Highway Code and Warwickshire's Local Transport Plan. The County Council's Safe and Active Travel Team will work closely with schools, businesses and community groups in locations with new infrastructure.

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

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

Providing synergies with other investment projects

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

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

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

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

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

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

2. Prioritisation

Background

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

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

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

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

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

priority. Therefore, all of the potential schemes controlled by third parties have been designated by default as 'high' priority.

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

Methodology

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

1. Effectiveness

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

2. Policy

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

3. Deliverability (*not scheme cost)

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

4. Economic (*not scheme cost)

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

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

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

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

- 5: Excellent fit to criteria
- 4: Meets criteria well, but some minor concerns
- 3: Meets criteria adequately; matches criteria in some areas, but concerns over some aspects of the scheme.
- 2: Meets criteria less than adequately; does not match criteria in key areas.
- 1: Meets criteria poorly; fails to match criteria.
- 0: Does not meet the criteria

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

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

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

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

Cycling scheme priorities by district/ borough

*Table 1: Cycling schemes in North Warwickshire in order of priority
(NB Polesworth locations include Dordon, Birch Coppice and Alvecote; Coleshill locations include Water Orton, Curdworth and Kingsbury)
Please refer to Part 2, Figures NW17-NW24 for network plans and Tables NW7-NW10 for route types.*

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

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
P03	Bridleway and Green Lane (A5 Birch Coppice - Birchmoor - Stonydelph)	Polesworth	5	4	3	3	15	Very high
A02	Coventry Canal (Atherstone to Whittington)	Atherstone	4	4	3	3	14	High
A03	Atherstone town links (Gypsy Lane, Rowlands Way, Whittington Lane)	Atherstone	4	4	3	3	14	High
A04	Atherstone town links (Sheepy Road)	Atherstone	4	4	3	3	14	High
A10	Innage Brook	Atherstone	4	4	3	3	14	High
C01	Water Orton Lane (Water Orton – Minworth)	Coleshill	4	5	2	3	14	High
C07	Gorse Lane, Coleshill	Coleshill	5	5	2	2	14	High
A06	Path and Friary Road (A5 footbridge link to Ratcliffe Road and Sheepy Road)	Atherstone	4	4	3	2	13	High
C05	Church Lane/ Haunch Lane (Hams Hall - Kingsbury via Lea Marston)	Coleshill	4	4	3	2	13	High
C08	Station Road, Coleshill (River Cole bridge - Coleshill Parkway)	Coleshill	4	4	3	2	13	High
C09	A446 Stonebridge Road (Gilson Road to Coleshill Heath Road)	Coleshill	4	3	3	3	13	High
A07	Path (A5 footbridge link: TQEA to Carlyon Road Industrial Estate)	Atherstone	4	4	2	2	12	Medium
P05	St Helena Road/ Dordon Hall Lane/ Spon Lane (Polesworth - Grendon)	Polesworth	3	3	3	3	12	Medium
P06	Church Road/ Dunns Lane, Dordon	Polesworth	3	3	3	3	12	Medium
P12	Stiper's Hill/ Orton Road (Polesworth-Warton)	Polesworth	3	4	3	2	12	Medium
A05	Atherstone town links (Ratcliffe Road)	Atherstone	3	3	3	2	11	Medium
C04	A51 Coventry Road, Kingsbury	Coleshill	3	3	3	2	11	Medium
C13	Marsh Lane/ Coleshill Road	Coleshill	2	5	2	2	11	Medium
P07	Path (A5 Birch Coppice junction - Browns Lane)	Polesworth	3	4	2	2	11	Medium
X03	Birmingham and Fazeley Canal (Wiggins Hill to Fazeley)	Cross county route	3	3	3	2	11	Medium
A09	Anker Meadows	Atherstone	3	3	2	2	10	Medium
A11	Long Street (Atherstone town centre)	Atherstone	2	4	2	2	10	Medium
A12	B4116 Holly Lane	Atherstone	3	3	2	2	10	Medium
C06	Fishery Lane (Coleshill - Whitacre Heath)	Coleshill	3	3	2	2	10	Medium

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
C10	Coleshill town north-south spine (Stonebridge Road, Wingfield Road, High Street)	Coleshill	3	4	1	2	10	Medium
P02	Polesworth and Dordon north-south links	Polesworth	2	4	2	2	10	Medium
P14	Coventry Canal (Grendon - Whittington)	Polesworth	3	3	2	2	10	Medium
X01	Coventry Canal (Alvecote - Polesworth - Grendon)	Cross county route	3	3	2	2	10	Medium
C11	Green Lane (Coleshill to Birmingham / UK Central)	Coleshill	3	3	1	2	9	Medium
P13	Abbey Green Park	Polesworth	2	3	3	1	9	Low
A13	Folly Lane/ Waste Lane (Baddesley - Atherstone)	Atherstone	1	3	3	1	8	Low
C14	A51 Tamworth Road (Kingsbury - Dosthill)	Coleshill	2	4	1	1	8	Low
P09	Path (Kitwood Avenue - Bridleway)	Polesworth	2	3	1	1	7	Low
X04	River Tame Greenway (Water Orton – Hams Hall)	Cross county route	2	2	1	2	7	Low
X05	River Cole Greenway (Coleshill - North Solihull)	Cross county route	2	2	1	2	7	Low
X02	Baddesley Mineral Railway Line (Baddesley Colliery - Birch Coppice)	Cross county route	1	3	1	1	6	Low
X06	Whitacre Line (Hampton in Arden - Whitacre)	Cross county route	1	3	1	1	6	Low

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

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
Programmed schemes								
	B4113 Coventry Road (Bermuda - Bedworth)	Bedworth						
	Wilsons Lane/ Woodshires Road (Exhall - Longford)	Bedworth						
	Nuneaton town centre	Nuneaton						
	A444 Weddington Road south (Town centre - Change Brook)	Nuneaton						
	A47 Hinckley Rd (Nuneaton – Hinckley: western phase)	Nuneaton						
	A47 The Long Shoot (Nuneaton – Hinckley: eastern phase)	Nuneaton						
	West Nuneaton - Bermuda via Bermuda Road	Nuneaton						
Potential 3rd party schemes								
B10	Sowe Meadows (Wilsons Lane - Woodshires Green)	Bedworth						High (3rd party)
N34	A5 Watling Street (Higham Lane - Dodwells Road)	Nuneaton						High (3rd party)
N13	North Nuneaton, Top Farm development	Nuneaton						High (3rd party)
N14	North Nuneaton, St Nicolas Park/ Callendar Farm developments	Nuneaton						High (3rd party)
N26	Gipsy Lane development, site connections	Nuneaton						High (3rd party)
Active Travel Zones								
Z04	Bedworth town centre	Bedworth						High
Prioritised potential schemes								
B06	West Bedworth - town centre (Smarts Road to Black Bank)	Bedworth	4	4	3	3	14	High
N07	B4114 Tuttle Hill and Midland Road	Nuneaton	4	5	2	3	14	High
N11	A444 Weddington Road north (Change Brook - Church Lane)	Nuneaton	4	4	3	3	14	High
N18	A444 Hospital access, Chilvers Rise	Nuneaton	4	4	4	2	14	High
N23	Path (Bermuda Park Station - Coventry Road)	Nuneaton	3	4	3	4	14	High
N24	Griff Brook paths (B4113 Coventry Road - Marston Lane)	Nuneaton	4	4	4	2	14	High

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
N30	A4254 Avenue Road	Nuneaton	4	4	4	2	14	High
B01	Bedworth Heath link	Bedworth	4	4	3	2	13	High
B04	Bedworth cross-town centre links (North - South)	Bedworth	4	4	3	2	13	High
B08	B4029 Bulkington - Bedworth	Bedworth	4	4	2	3	13	High
B12	Bedworth cross-town centre links (East - West)	Bedworth	4	4	3	2	13	High
N04	West Nuneaton - Bermuda via Ensors Pool, Lingmoor Park, Stockingford and the Black Track	Nuneaton	4	4	3	2	13	High
N17	A4254 Eastboro Way, Nuneaton	Nuneaton	4	4	2	3	13	High
N19	College Street north	Nuneaton	4	4	3	2	13	High
N33	B4112 Nuneaton - Bulkington	Nuneaton	4	4	2	3	13	High
N35	Greenmoor Road	Nuneaton	4	4	3	2	13	High
N36	B4113 Coventry Road (Coton Arches - Middlemarch Road)	Nuneaton	4	4	3	2	13	High
B09	Coventry Canal (Hawkesbury Junction - Coventry)	Bedworth	3	4	3	2	12	Medium
N01	Galley Common (Buchan Close - Sheridan Drive)	Nuneaton	3	3	4	2	12	Medium
N05	West Nuneaton to town centre	Nuneaton	3	4	3	2	12	Medium
N06	Coventry Canal (Tuttle Hill - A444)	Nuneaton	3	4	3	2	12	Medium
N12	North Nuneaton links (Coronation Walk along Change Brook)	Nuneaton	3	3	4	2	12	Medium
N15	Nuneaton town centre links	Nuneaton	3	4	3	2	12	Medium
N20	College Street south	Nuneaton	4	4	2	2	12	Medium
N21	Coventry Canal (A444 - Gypsy Lane)	Nuneaton	3	4	3	2	12	Medium
N22	Turn Over Bridge	Nuneaton	5	4	1	2	12	Medium
N25	B4113 Coventry Road	Nuneaton	3	3	4	2	12	Medium
N29	B4112 Heath End Road	Nuneaton	4	4	2	2	12	Medium
N32	Bridleway/ Footpath (Raven Way - Golf Drive)	Nuneaton	3	3	3	3	12	Medium
B02	Bedworth Woodlands - town centre	Bedworth	3	4	2	2	11	Medium
B14	Ash Green Lane/ Burbages Lane	Bedworth	2	3	4	2	11	Medium
N08	Camp Hill connections	Nuneaton	3	3	3	2	11	Medium

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
N10	Sandon Park Link	Nuneaton	3	3	3	2	11	Medium
N28	Kingswood Road	Nuneaton	3	3	3	2	11	Medium
B05	Miners Welfare Park	Bedworth	3	3	2	2	10	Medium
B07	West Bedworth - Bowling Green Lane junction (Ash Green Royal Oak Lane and Goodyers End Lane)	Bedworth	3	4	1	2	10	Medium
B11	Disused railway (Heath Road - Coventry Road)	Bedworth	3	3	2	2	10	Medium
B16	B4113 Coventry Road parallel route (Bedworth - Exhall)	Bedworth	3	3	2	2	10	Medium
N02	Galley Common - Chaucer Drive paths	Nuneaton	3	3	2	2	10	Medium
N03	Galley Common - Whytell Meadows	Nuneaton	2	3	3	2	10	Medium
N09	North Nuneaton links (Stoney Road - Sandon Park)	Nuneaton	3	3	2	2	10	Medium
N16	Horeston Grange links	Nuneaton	3	3	2	2	10	Medium
N27	Whitestone links	Nuneaton	3	3	2	2	10	Medium
N31	B4114 Lutterworth Road	Nuneaton	3	3	2	2	10	Medium
B03	Coventry Canal (Gipsy Lane - Hawkesbury Junction)	Bedworth	2	3	2	2	9	Medium
B13	Weston Lane	Bedworth	2	3	2	2	9	Medium
B15	Heath Road	Bedworth	2	3	2	2	9	Medium

*Table 3: Cycling schemes in Rugby Borough in order of priority
Please refer to Part 2, Figures R12-R14 for network plans and Tables R5-R7 for route types.*

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
Programmed schemes								
	A426 Avon Mill	Rugby						
	B4429 Ashlawn Road, Cock Robin Roundabout	Rugby						
	Houlton development	Rugby						
	Lower Lodge Avenue, Rugby Gateway	Rugby						
	Coton Park	Rugby						
	Lias Line (Hunningham - Birdingbury)	Cross county route						
Potential 3rd party schemes								
Cy01	Ansty Park	Coventry connections						High (3rd party)
Cy03	A45 Tollbar End	Coventry connections						High (3rd party)
R18	Moors Lane	Rugby						High (3rd party)
R22	A428 Crick Road (Houlton - Dirft)	Rugby						High (3rd party)
R23	Rugby Gateway Railway Station access	Rugby						High (3rd party)
R37	Scots Close Bridleway (R169c) and Alwyn Road north to Bilton	Rugby						High (3rd party)
R38	Bridleway (R169d) opposite Duncan Drive and Alwyn Road south to Dunchurch	Rugby						High (3rd party)
R39	Cawston Lane (Cawston - Dunchurch)	Rugby						High (3rd party)
R40	Homestead Link Road	Rugby						High (3rd party)
R41	Potsford Dam Link Road	Rugby						High (3rd party)
R42	B4429 Coventry Road	Rugby						High (3rd party)
R63	A428 Rugby Road (Long Lawford)	Rugby						High (3rd party)
R21	Houlton - A5 - Dirft	Rugby						High (3rd party)
R60	South West Rugby links	Rugby						High (3rd party)

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
R67	Rugby Gateway	Rugby						High (3rd party)
	Active Travel Zones							
Z05	Rugby Railway Station	Rugby						High
Z06	Rugby town centre	Rugby						High
	Prioritised potential schemes							
R24	A428 Crick Road (Paddox - Houlton)	Rugby	5	4	3	4	16	Very high
R01	Coton Park East	Rugby	3	4	4	4	15	Very high
R29	Trevor White Drive/ St Cross Hospital path	Rugby	4	4	4	3	15	Very high
Cy04	A423 Oxford Road (Tollbar End - Ryton)	Coventry connections	5	4	2	3	14	High
R04	Black Path (A426 Rugby Gateway - town centre)	Rugby	5	4	2	3	14	High
R05	Butlers Leap	Rugby	4	5	3	2	14	High
R08	A426 Newbold Road	Rugby	5	4	3	2	14	High
R10	A426 (Asda - Evreux Way)	Rugby	5	4	3	2	14	High
X11	Lias Line (NCN41) Draycote Water - Potsford Dam	Cross county route	4	4	3	3	14	High
X12	Lias Line (NCN41) Birdingbury Road - Bourton Lane	Cross county route	4	4	4	2	14	High
Cy02	Binley Woods - Coventry East	Coventry connections	3	4	3	3	13	High
R02	Path (Boughton Leigh Schools)	Rugby	4	4	3	2	13	High
R07	Hunters Lane	Rugby	3	4	3	3	13	High
R11	A428 Lawford Road parallel back street route	Rugby	3	4	4	2	13	High
R12	B5414 Clifton Road/ Church Street/ North Street	Rugby	3	5	3	2	13	High
R13	Clifton Road (Murray Road - Houlton Way)	Rugby	4	4	2	3	13	High
R25	B4429 Ashlawn Road (Dunchurch - Ashlawn School)	Rugby	3	4	3	3	13	High
R26	Town centre (Sheep Street and Market Place)	Rugby	4	4	3	2	13	High
R27	Bruce Williams Way/ Whitehall Road	Rugby	4	4	3	2	13	High
R30	Pytchley Road link to Great Central	Rugby	3	4	4	2	13	High
R31	Barby Road (Hospital access)	Rugby	4	4	3	2	13	High

Ref	Scheme	Location	Effectiveness		Policy	Deliverability	Economic	SCORE	Priority
R32	A426 Dunchurch Road to Rugby Town Centre	Rugby	3	4	3	3	13	High	
R36	B4642 Bilton Road (Cawston - Town Centre)	Rugby	4	4	2	3	13	High	
R46	Great Central Walk (Crowthorns - Newton)	Rugby	4	4	2	3	13	High	
R51	Newbold Road	Rugby	4	4	3	2	13	High	
R53	Technology Drive	Rugby	4	4	3	2	13	High	
R55	Church Walk	Rugby	3	3	3	4	13	High	
R09	Caldecott Park and Poplar Grove	Rugby	4	4	2	2	12	Medium	
R15	Biart Place	Rugby	3	3	3	3	12	Medium	
R33	Onley Bridle Path	Rugby	4	3	3	2	12	Medium	
R34	Overslade links	Rugby	2	3	4	3	12	Medium	
R52	A426 Leicester Road links	Rugby	4	4	2	2	12	Medium	
R54	Mill Road	Rugby	4	4	2	2	12	Medium	
R14	Great Central Walk (NCN41), South Rugby	Rugby	3	3	3	2	11	Medium	
R17	The Kent, School Street and Lower Street	Rugby	2	3	4	2	11	Medium	
R28	Barby Road (St Cross - Ashlawn Road)	Rugby	3	3	3	2	11	medium	
R35	Sow Brook: Lytham Road/ Shakespeare Gardens (Bilton Road - Dunchurch Road)	Rugby	3	3	3	2	11	Medium	
R64	Reservoir Road	Rugby	3	3	3	2	11	Medium	
Cy05	Bridleway (Walsgrave - Ansty Park)	Coventry connections	3	3	2	2	10	Medium	
R16	Linnell Open Space	Rugby	3	3	2	2	10	Medium	
R19	The Locks to The Kent via Brindley Road	Rugby	2	2	4	2	10	Medium	
R20	Bridleway (The Locks - Houlton Way)	Rugby	3	3	2	2	10	Medium	
R43	Cawston connections	Rugby	3	3	2	2	10	Medium	
R66	Buchanan Road/ Wentworth Road	Rugby	3	3	2	2	10	Medium	
X09	Oxford Canal (Newbold - Brownsover)	Cross county route	3	3	2	2	10	Medium	
X10	Oxford Canal (Brownsover - Houlton)	Cross county route	3	3	2	2	10	Medium	

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
Cy06	Brandon Marsh Link	Coventry connections	3	2	2	2	9	Medium
R03	Old Leicester Road	Rugby	2	3	2	2	9	Medium
R06	Bridleway (New Bilton - Newbold Road)	Rugby	3	3	1	2	9	Medium
R47	Park Connector (Coton Park - Clifton)	Rugby	3	3	2	1	9	Medium
R57	Hillmorton Road	Rugby	2	3	2	2	9	Medium
R58	Paddox Schools links	Rugby	2	3	3	1	9	Medium
R61	A4071 (Potsford Dam - Draycote Road)	Rugby	3	3	2	1	9	Medium
R62	Bridleway (A45 Coventry Road - Windmill Lane)	Rugby	2	3	2	2	9	Medium
R65	John Thwaites Close	Rugby	2	3	2	2	9	Medium
X07	Twelve O'Clock Ride Bridleway (Brandon - Coombe Abbey)	Cross county route	2	3	2	2	9	Medium
X08	Bridleway (Brandon - Brinklow)	Cross county route	2	3	2	2	9	Medium
R48	Brownsover Road/ Parkfield Road	Rugby	2	2	3	1	8	Low
R49	Parkfield Road	Rugby	2	2	3	1	8	Low
R56	Fleet Crescent and Kingsley Avenue	Rugby	2	2	3	1	8	Low
R44	Bridleway and underpass (west of M6 Junction 1)	Rugby	2	2	2	1	7	Low
R45	Footpath and underpass (east of M6 Junction 1)	Rugby	2	2	2	1	7	Low
R50	Newbold Quarry	Rugby	2	2	2	1	7	Low
R59	Footpath (Hillmorton Road - High Street)	Rugby	2	2	1	1	6	Low

*Table 4: Cycling schemes in District of Stratford-on-Avon in order of priority
Please refer to Part 2, Figures S25-S27 for network plans and Tables S6-S9 for route types.*

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
Programmed schemes								
	A423 Banbury Road/ Southam Rd (Southam to Ladbroke)	Southam						
	B4451 Kineton Road (south of Southam)	Southam						
	A3400 Birmingham Road (town centre - Bishopton)	Stratford						
	A3400 Shipston Road (Rosebird Centre)	Stratford						
	A422 Alcester Rd (Railway Station - Hathaway Green)	Stratford						
	A422 Alcester Road - extension to Wildmoor	Stratford						
	A439 Warwick Road							
	Stratford Greenway (Long Marston - Stratford)	Stratford						
	Stratford-upon-Avon Canal (urban section)	Stratford						
Potential 3rd party schemes								
X26	Two Shires Greenway (Harvington - Evesham)	Cross county route						High (3rd party)
X21	HS2 Link: Wormleighton to Ladbroke	Cross county route						High (3rd party)
X22	HS2 Link: Claydon and Lower Boddington to Wormleighton	Cross county route						High (3rd party)
Kn02	Admiral Cowan Way, The Willows, Kineton	Kineton						High (3rd party)
S17	Riverside project, southern section	Stratford						High (3rd party)
S18	Long Marston Airfield connections (including to Stratford Greenway)	Stratford						High (3rd party)
S19	Meon Vale Greenway	Stratford						High (3rd party)
Active Travel Zones								
Z09	B4086 Warwick Road and Church Street, Wellesbourne	Wellesbourne						High
Z10	Shipston Town Centre	Shipston-on-Stour						High
Z11	Stratford town centre	Stratford						High

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
Z12	Canal quarter	Stratford						High
Z13	B439 Tower Hill, Bidford	Bidford-on-Avon						High
Z14	A435 Studley local centre	Studley						High
Z15	A3400 Henley High Street	Henley-in-Arden						High
Prioritised potential schemes								
S06	Town centre links	Stratford	5	4	3	2	14	High
S09	South Stratford - town centre (new River Avon footbridge)	Stratford	5	5	2	2	14	High
S14	A4390/ B439 Evesham Road/ Broad Walk junction improvements	Stratford	4	4	3	3	14	High
Sm05	A425 Leamington Road	Southam	4	4	3	3	14	High
Sm06	B4451 Kineton Road (Leamington Road to Northfield Road)	Southam	5	5	2	2	14	High
S04	Brunel Way/ Western Road/ Maybrook Road (Canal Qtr)	Stratford	4	4	2	3	13	High
S05	A422 Alcester Road/ Greenhill Street (town centre)	Stratford	5	4	2	2	13	High
S07	A3400 Bridgeway: Stratford Leisure Centre cycle access	Stratford	4	4	3	2	13	High
Sm01	A423 Southam Road (Long Itchington - Southam)	Southam	4	4	3	2	13	High
We02	A429 Warwick Road (Wellesbourne - Campus)	Wellesbourne	4	3	3	3	13	High
X27	Stratford to Bidford disused railway (Broom to Bidford Health Centre)	Cross county route	4	4	2	3	13	High
Ar02	Alcester disused railway path (Hertford Road - Adams Close)	Alcester and Studley	3	3	4	2	12	Medium
Bd01	B439 Stratford Road (Bidford-on-Avon - Health Centre)	Bidford-on-Avon	4	4	2	2	12	Medium
S02	A3400 Birmingham Road (Bishopton to A46)	Stratford	3	3	3	3	12	Medium
S16	Path, Avonmeadow Close to Lucy's Mill Bridge	Stratford	3	2	4	3	12	Medium
S22	The Willows	Stratford	2	3	4	3	12	Medium
Sm02	Southam North-South route (western side)	Southam	3	3	4	2	12	Medium
Sm07	A425 Daventry Road (between bypass and Spitfire Road)	Southam	3	3	3	3	12	Medium
Sm09	Welsh Road East (between bypass and Spitfire Road)	Southam	3	3	3	3	12	Medium

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
Kn01	Southam Road/ Kineton Road (Kineton - Chadshunt - Gaydon)	Kineton	3	4	2	2	11	Medium
S11	A422 Banbury Road	Stratford	3	3	3	2	11	Medium
S12	Leisure Centre Link	Stratford	3	3	3	2	11	Medium
S15	A4390 Seven Meadows Road	Stratford	4	3	2	2	11	Medium
S20	Clopton Road	Stratford	3	3	3	2	11	Medium
We01	Wellesbourne A429 crossing points	Wellesbourne	3	3	3	2	11	Medium
We03	Wellesbourne Campus	Wellesbourne	3	2	3	3	11	Medium
X19	Lias Line, extension to Model Village	Cross county route	4	3	2	2	11	Medium
X25	Two Shires Greenway (Salford Priors - Harvington)	Cross county route	2	2	4	3	11	Medium
X29	Stratford to Bidford disused railway (Welford to Stratford)	Cross county route	3	3	2	3	11	Medium
X33	Ryon Hill - Hampton Lucy	Cross county route	3	3	3	2	11	Medium
X36	Tramway (Stratford - Newbold)	Cross county route	3	3	3	2	11	Medium
X37	Tramway (Newbold - Shipston)	Cross county route	2	3	4	2	11	Medium
Ar01	A435 Studley - Coughton - Alcester	Alcester and Studley	4	4	1	1	10	Medium
S08	A429 Warwick Road (Stratford town centre)	Stratford	3	3	2	2	10	Medium
S10	B4086 Tiddington Road (Stratford - Tiddington)	Stratford	3	3	2	2	10	Medium
S13	Shottery - town centre	Stratford	2	3	3	2	10	Medium
Sm03	Southam North-South route (old main road)	Southam	3	3	2	2	10	Medium
Sm10	A425 Daventry Road (Southam - Napton)	Southam	3	3	2	2	10	Medium
X20	Deppers Bridge to Ladbroke	Cross county route	3	3	3	1	10	Medium
X23	Two Shires Greenway (Alcester - Wixford)	Cross county route	2	2	3	3	10	Medium
X24	Two Shires Greenway (Wixford - Salford Priors)	Cross county route	2	2	3	3	10	Medium
X28	Stratford to Bidford disused railway (Bidford Health Centre to Welford)	Cross county route	3	3	2	2	10	Medium
H01	A3400 Henley-in-Arden - Wootton Wawen	Henley-in-Arden	2	3	2	2	9	Medium

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
S01	Bishopton connections	Stratford	2	2	2	3	9	Medium
S21	Arden Street	Stratford	2	3	2	2	9	Medium
Sm04	Southam West Route (College to High Street)	Southam	2	2	3	2	9	Medium
Sm08	Southam East Route (Pound Way to High Street)	Southam	2	2	3	2	9	Medium
X32	Stratford-upon-Avon Canal (Bishopton - Wilmcote)	Cross county route	2	2	3	2	9	Medium
X34	Hunscombe Lane	Cross county route	3	3	2	1	9	Medium
S03	Hamlet Way and Masons Road links (Canal Quarter)	Stratford	3	3	1	1	8	Low
S23	Mill Lane	Stratford	2	2	2	2	8	Low
We04	Wellesbourne Campus - Barford	Wellesbourne	3	2	2	1	8	Low
X31	Stratford-upon-Avon Canal (Wootton Wawen - Wilmcote)	Cross county route	1	2	2	2	7	Low
X35	Stratford to Kineton disused railway	Cross county route	2	2	1	2	7	Low
X30	Bridleway (Stratford Greenway - Weston on Avon)	Cross county route	2	2	1	1	6	Low

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

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
Programmed schemes								
	(K2L) A452 Kenilworth to Leamington, south of B4115	Kenilworth						
	(K2L) B4115 / Rocky Lane, Kenilworth	Kenilworth						
	Coventry Gateway South	Kenilworth						
	Glasshouse Lane	Kenilworth						
	Stoneleigh Road (Dalehouse Lane to A46)	Kenilworth						
	(K2L) A452 Kenilworth Road (Leamington Spa Town Centre)	Leamington						
	A452 Europa Way	Leamington						
	Grand Union Canal (Radford Semele access ramp)	Leamington						
	Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	Leamington						
	Offchurch Greenway (NCN41) (Welsh Road - Fosse Way)	Leamington						
	Radford Meadows Bridge	Leamington						
	A4177 Birmingham Road, Hatton	Warwick						
	A429 Coventry Road	Warwick						
	A445 Emscote Road (Warwick - Leamington)	Warwick						
	Myton Green and Heathcote Sustainable Urban Extension	Warwick						
	Primrose Hill crossing	Warwick						
	Vittle Drive / Ansell Way	Warwick						
	Warwick Town Centre	Warwick						
Potential 3rd party schemes								
K03	Finham links	Kenilworth						High (3rd party)
K04	Kings Hill development including spine road and Kings Hill Lane	Kenilworth						High (3rd party)
K08	A46 University of Warwick Strategic Link Road	Kenilworth						High (3rd party)
K20	East Kenilworth development - new roads	Kenilworth						High (3rd party)

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
K21	East Kenilworth development - greenways	Kenilworth						High (3rd party)
K22	Thickthorne development	Kenilworth						High (3rd party)
X13	Kenilworth Greenway (NCN523) (Burton Green - Berkswell)	Cross county route						High (3rd party)
X16	HS2 Link: Cubbington to Offchurch	Cross county route						High (3rd party)
X17	Offchurch Greenway (NCN41) Welsh Road	Cross county route						High (3rd party)
X18	Tachbrook Country Park, and Heathcote	Cross county route						High (3rd party)
Active Travel Zone								
Z07	Kenilworth Town Centre	Kenilworth						High
Z08	Leamington Town Centre	Leamington						High
Prioritised potential schemes								
K12	A429 Coventry Road/ Kenilworth Road, Crackley	Kenilworth	4	4	4	4	16	Very high
K14	Abbey Fields	Kenilworth	5	5	3	3	16	Very high
K19	Kenilworth E-W route (Glasshouse Lane)	Kenilworth	4	4	4	4	16	Very high
W10	Myton path (Myton Road - Technology Park)	Warwick	5	4	4	3	16	Very high
L12	Leamington Spa Town Centre (North - South)	Leamington	5	5	3	2	15	Very high
L27	A425 Radford Road/ Southam Road (Radford Semele - Leamington)	Leamington	4	4	4	3	15	Very high
W09	Myton Road	Warwick	4	4	4	3	15	Very high
K25	Warwick Road (Wilkshire Road to St John's)	Kenilworth	4	4	3	3	14	High
K34	NCN52 (Kenilworth Greenway - University of Warwick)	Kenilworth	3	3	4	4	14	High
L08	Tachbrook Park Drive, Leamington	Leamington	4	4	4	2	14	High
W03	Warwick Parkway Station access	Warwick	3	4	4	3	14	High
W13	Peabody Way - Tach Brook - The Asps	Warwick	5	4	2	3	14	High
K15	Kenilworth E-W route (Greenway, Mill End, Finham Drive and Rawsley Drive)	Kenilworth	4	4	3	2	13	High
K23	Station Road	Kenilworth	4	4	3	2	13	High
K28	Ashow Rd	Kenilworth	3	3	4	3	13	High

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
K35	Westwood Heath - Kenilworth Greenway	Kenilworth	4	3	2	4	13	High
L03	A452 Princes Drive	Leamington	4	4	3	2	13	High
L09	Heathcote Lane, Warwick Gates	Leamington	4	4	3	2	13	High
L10	B4453 Cubbington - Lillington - Leamington	Leamington	4	4	3	2	13	High
L13	Leamington Spa Town Centre (East - West)	Leamington	4	4	3	2	13	High
L14	Archery Road/ York Road	Leamington	4	4	3	2	13	High
L15	Priory Terrace and Leam Terrace	Leamington	4	4	3	2	13	High
L16	B4087 Tachbrook Road	Leamington	4	4	3	2	13	High
L22	Leamington - Lighthorne Heath and Gaydon	Leamington	3	4	3	3	13	High
L30	A425 High Street	Leamington	4	5	2	2	13	High
L32	Sydenham - Leamington Railway Station	Leamington	3	3	4	3	13	High
W06	Hampton Magna connections via new development	Warwick	4	4	2	3	13	High
W07	A429 Stratford Road,	Warwick	4	4	3	2	13	High
K01	Rowley Road, Baginton	Kenilworth	3	3	3	4	13	High
K02	Mill Hill, Baginton and Howes Lane	Kenilworth	3	4	3	2	12	Medium
K09	Dalehouse Lane	Kenilworth	3	4	2	3	12	Medium
K10	B4115 Ashow Road near Stoneleigh Business Park (Rocky Lane to Stoneleigh)	Kenilworth	3	3	3	3	12	Medium
K11	Burton Green (Kenilworth Greenway NCN 523)	Kenilworth	3	3	2	4	12	Medium
L05	Fords Fields paths	Leamington	3	4	3	2	12	Medium
L06	Kingsway/ Queensway	Leamington	3	4	3	2	12	Medium
L17	Tachbrook Street, Waverley Road, Berrington Road	Leamington	3	3	4	2	12	Medium
L24	Bridleway (Whitnash - Radford Semele)	Leamington	4	4	2	2	12	Medium
L31	Clemens Street and Brunswick Street	Leamington	3	3	4	2	12	Medium
W02	Primrose Hill	Warwick	3	3	4	2	12	Medium
W05	Warwick Station - Hospital	Warwick	3	4	3	2	12	Medium
K05	Stoneleigh Road (Gibbet Hill - Kings Hill Lane)	Kenilworth	3	3	2	3	11	Medium

Ref	Scheme	Location	Effectiveness	Policy	Deliverability	Economic	SCORE	Priority
K17	Kenilworth E-W route (Whitemoor Road/ Leyes Lane)	Kenilworth	4	4	1	2	11	Medium
K24	A452 Warwick Road (Kenilworth town centre)	Kenilworth	4	4	1	2	11	Medium
K26	Warwick Road (Leek Wootton to Wilkshire Road)	Kenilworth	4	4	2	1	11	Medium
K29	Rocky Lane	Kenilworth	3	2	2	4	11	Medium
K31	Kenilworth E-W route (Hermitage Way)	Kenilworth	3	3	3	2	11	Medium
K32	Farmer Ward Road	Kenilworth	3	3	3	2	11	Medium
L18	St Helen's Rd/ Grosvenor Road/ Prospect Road	Leamington	4	4	1	2	11	Medium
L20	Juno Drive and Hermes Close	Leamington	2	3	4	2	11	Medium
L25	Chesterton Drive, Sydenham	Leamington	3	3	3	2	11	Medium
W04	A425 Saltisford/ Birmingham Road	Warwick	4	4	1	2	11	Medium
W08	Town Centre links	Warwick	4	4	2	1	11	Medium
K06	Stoneleigh Road (Kings Hill Lane to Dalehouse Lane)	Kenilworth	3	3	2	2	10	Medium
K13	B4103 Castle Road/ Clinton Lane	Kenilworth	3	3	2	2	10	Medium
K16	Crewe Lane	Kenilworth	2	2	3	3	10	Medium
K18	Kenilworth E-W route (Thornby Avenue, Newfield Avenue, Mountbatten Avenue)	Kenilworth	4	3	1	2	10	Medium
L01	River Leam Path (Portobello Bridge to Prince's Bridge)	Leamington	3	3	2	2	10	Medium
L02	River Leam Path (Prince's Bridge to Adelaide Bridge, with link to Milverton)	Leamington	3	3	2	2	10	Medium
L07	Olympus Avenue and Shires Retail Park	Leamington	3	3	2	2	10	Medium
L11	A445 Lillington Avenue/ Binswood Avenue	Leamington	3	3	2	2	10	Medium
L21	Whitnash connections	Leamington	3	3	2	2	10	Medium
L28	Offchurch Lane: Radford Semele - Grand Union Canal	Leamington	3	3	2	2	10	Medium
L29	Chesterton - Harbury	Leamington	3	3	2	2	10	Medium
W11	River Avon Path (St Nicholas Park/Pickard Street to Portobello Bridge)	Warwick	3	3	2	2	10	Medium
W12	Fusiliers Way - Technology Park	Warwick	3	3	2	2	10	Medium

Ref	Scheme	Location						SCORE	Priority
			Effectiveness	Policy	Deliverability	Economic			
K07	Stoneleigh Road (A46 to Stoneleigh Village)	Kenilworth	2	3	2	2	9	Medium	
K27	Paths, Bullimore Wood	Kenilworth	3	2	2	2	9	Medium	
K30	Kenilworth links (St Johns)	Kenilworth	2	2	3	2	9	Medium	
K33	The Wardens Paths	Kenilworth	2	3	2	2	9	Medium	
L04	Grand Union Canal (Emscote - Offchurch Greenway)	Leamington	2	3	2	2	9	Medium	
L19	Windmill Road - Leamington Cemetery	Leamington	2	2	3	2	9	Medium	
L26	Disused railway (Radford Road - Calder Walk)	Leamington	3	3	1	2	9	Medium	
W01	Grand Union Canal (Hatton - Emscote)	Warwick	2	3	2	2	9	Medium	
X14	Bridleway between Hatton and Kenilworth	Cross county route	2	3	2	2	9	Medium	
X15	Bridleway between Hatton and Warwick	Cross county route	2	3	2	2	9	Medium	
L23	Golf Lane Bridleway, Whitnash	Leamington	2	2	2	2	8	Low	
W14	A452 Europa Way foot/cycle bridge	Warwick	3	3	1	1	8	Low	

3. Activation

Cost estimates

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

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

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

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

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

Timescales

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

- Programmed schemes (with either full or partial funding towards implementation) = short-term delivery, next 1-2 years.
- Potential schemes identified as Very High or High Priority and 3rd party potential schemes = short-term/ medium-term, next 5 years.
- Other potential schemes as funding and development opportunities arise = next 5-10 years.

Delivery of a countywide walking, wheeling and cycling programme

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

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

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

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

- Highest priority in Warwickshire: based on all programmed schemes (Table 6) plus those potential schemes which have been identified as Very High Priority across the whole county (Table 7). This is the most equitable in terms of county priorities.
- Highest priority in each District/ Borough: based on programmed schemes plus potential schemes which have been identified as Very High or High Priority for each District/ Borough (Tables 1 to 5). This would enable a fairer geographical distribution of schemes.
- Highest priority within different categories of infrastructure: based on specific types of measures and prioritising within each theme. This could enable funding to be allocated more efficiently for high value schemes. For example, this could include categories for:

- Active Travel Zones
- Connected cycling networks in key towns (Warwick, Leamington, Kenilworth, Stratford, Rugby, Nuneaton)
- Foot and cycle bridges (for example A446 Coleshill, River Avon (South Stratford – town centre), River Avon (Chesford Grange/ K2L))
- Key inter-urban connections (K2L, Leamington-Lighthorne Heath and Gaydon, Long Itchington-Southam, Studley-Alcester)
- Cross-county routes (various disused railways/ greenways, canal towpaths, bridleways and HS2 links). The LCWIP prioritisation methodology favours short urban routes so longer-distance ‘leisure’ routes may require other assessment techniques, with a greater emphasis on benefits for health and tourism. These routes are also likely to attract different sources of funding from the urban infrastructure.
- Specific infrastructure programmes – highway improvement schemes, casualty reduction schemes, signals/ crossings, removal of barriers, school streets, quiet lanes, cycle parking

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

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

Programmed scheme	Location
B4114 Birmingham Road (Coleshill – Kingshurst)	Coleshill
B4113 Coventry Road (Bermuda - Bedworth)	Bedworth
Wilsons Lane/ Woodshires Road (Exhall - Longford)	Bedworth
Nuneaton town centre	Nuneaton
A444 Weddington Road south (Town centre - Change Brook)	Nuneaton
A47 Hinckley Rd (Nuneaton – Hinckley: western phase)	Nuneaton
A47 The Long Shoot (Nuneaton – Hinckley: eastern phase)	Nuneaton
West Nuneaton - Bermuda via Bermuda Road	Nuneaton
A426 Avon Mill	Rugby
B4429 Ashlawn Road, Cock Robin Roundabout	Rugby
Houlton development	Rugby
Lower Lodge Avenue, Rugby Gateway	Rugby
Coton Park	Rugby
Lias Line (Hunningham - Birdingbury)	Cross county route

Programmed scheme	Location
A423 Banbury Road/ Southam Rd (Southam to Ladbroke)	Southam
B4451 Kineton Road (south of Southam)	Southam
A3400 Birmingham Road (town centre - Bishopston)	Stratford
A3400 Shipston Road (Rosebird Centre)	Stratford
A422 Alcester Rd (Railway Station - Hathaway Green)	Stratford
A422 Alcester Road - extension to Wildmoor	Stratford
Stratford Greenway (Long Marston - Stratford)	Stratford
Stratford-upon-Avon Canal (urban section)	Stratford
(K2L) A452 Kenilworth to Leamington, south of B4115	Kenilworth
(K2L) B4115 / Rocky Lane, Kenilworth	Kenilworth
Coventry Gateway South	Kenilworth
Glasshouse Lane	Kenilworth
Stoneleigh Road (Dalehouse Lane to A46)	Kenilworth
(K2L) A452 Kenilworth Road (Leamington Spa Town Centre)	Leamington
A452 Europa Way	Leamington
Grand Union Canal (Radford Semele access ramp)	Leamington
Harbury Lane (Europa Way - Tachbrook Rd/ Oakley Wood Road)	Leamington
Offchurch Greenway (NCN41) (Welsh Road - Fosse Way)	Leamington
Radford Meadows Bridge	Leamington
A4177 Birmingham Road, Hatton	Warwick
A429 Coventry Road	Warwick
A445 Emscote Road (Warwick - Leamington)	Warwick
Myton Green and Heathcote Sustainable Urban Extension	Warwick
Primrose Hill crossing	Warwick
Vittle Drive / Ansell Way	Warwick
Warwick Town Centre	Warwick

Table 7: *Short-term/ medium-term cycling programme for Warwickshire (5 years) – very high priority potential schemes*

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

4. Evaluation

Reviewing the LCWIP

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

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

Monitoring progress

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

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

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

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

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

Health and Wellbeing	
To halve childhood obesity and significantly reduce the gap in obesity between children from the most and least deprived areas by 2030	Tackling obesity, UK

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

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

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

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

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

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

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

Table 8: *Data on walking and cycling*

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

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

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