



Part 1 ▶ Introduction



1. Foreword

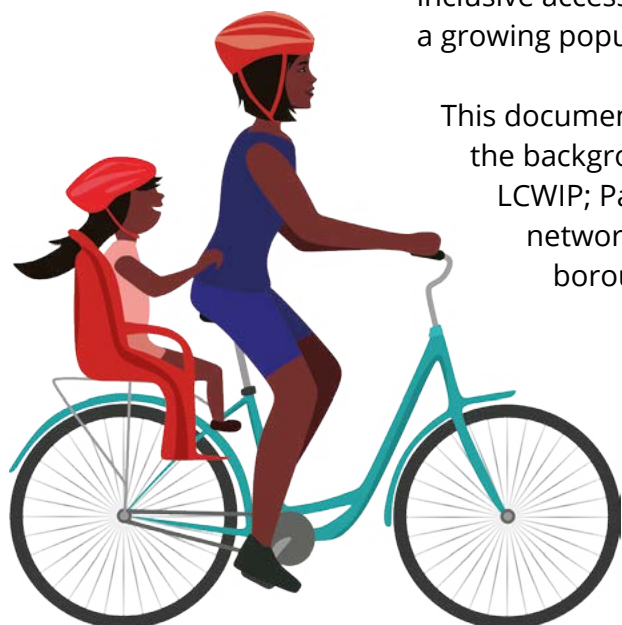
Walking and cycling are ideal modes of transport for short local trips. They are low-cost, accessible, healthy, environmentally friendly and efficient. Nationally, two out of every three personal trips are within five miles, an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.

The majority of Warwickshire residents live in urban areas; where distances to key destinations are often short; and combining walking and cycling with bus or rail travel offers opportunities for longer distance journeys. Both urban and rural areas provide a range of attractive recreational settings for walking and cycling.

The Government published the first **Cycling and Walking Investment Strategy** in 2017. This included guidance for local authorities on the preparation of Local Cycling and Walking Infrastructure Plans (LCWIP). In 2020, the Government produced a new vision for walking and cycling (**Gear Change**) alongside detailed cycle infrastructure design guidance. A second Cycling and Walking Investment Strategy in 2022 reaffirmed the commitment to making walking, wheeling and cycling the natural choices for millions more journeys.

Warwickshire's first LCWIP builds on previous improvements to walking and cycling infrastructure, supports our current programme of active travel initiatives and responds to recent feedback from local communities. The LCWIP reviews and updates the walking and cycling network development plans for each of the five boroughs and districts, and sets out proposals and priorities for a countywide programme of walking, wheeling and cycling schemes for the next 10 years and beyond. This will help ensure high quality infrastructure can be delivered that enables sustainable travel patterns for everyday journeys and provides inclusive access for leisure activities - meeting the demands of a growing population and supporting a vibrant economy.

This document is organised into three sections; Part 1 sets out the background, methodology and scope of Warwickshire's LCWIP; Part 2 reviews the evidence and identifies network plans for walking and cycling by district or borough; Part 3 focuses on implementation.





2. Aim and objectives

The **Council Plan (2022-2027)** ambition is, 'to make Warwickshire the best it can be, sustainable now and for future generations'. This ambition, together with strategic priorities to develop a thriving economy, support sustainable futures and create a place where people live their best lives, is supported by the key aim of the Warwickshire Local Cycling and Walking Infrastructure Plan:

'To create a safe and attractive environment for walking, wheeling¹ and cycling, so that they become the natural choices for shorter journeys and outdoor recreation in Warwickshire'.

The principal objectives of LCWIPs as defined by the Department for Transport are to:

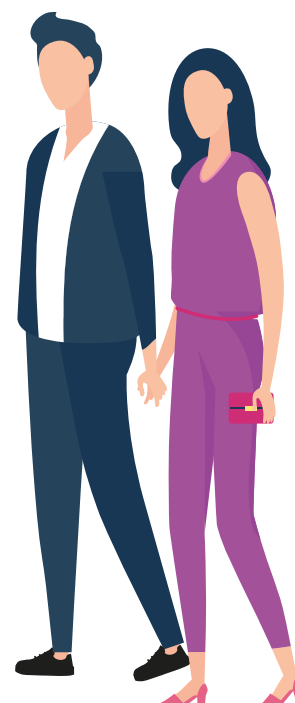
- Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term.
- Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies.
- Make the case for future funding for walking and cycling infrastructure.

And the key outputs of this LCWIP are:

- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements (Parts 1 and 2).
- Network plans for walking and cycling which identify preferred routes and core zones for further development (Part 2).
- A prioritised programme of infrastructure improvements for future investment (Part 3).

Underpinning all of these outputs is the identification of physical improvements to create a safe and attractive environment for walking, wheeling and cycling – which means designing high quality infrastructure in line with latest guidance and replicating good practice, in order to make Warwickshire the best it can be.

¹Wheeling refers to the use of wheelchairs (manual and electric), mobility scooters, prams, buggies and push scooters. It includes people who may not identify with walking but use the pedestrian environment at a similar speed to walking. Where walking infrastructure is referenced in this LCWIP, this also signifies facilities to enable wheeling.





3. Challenges and opportunities

Over the next 10 years, Warwickshire faces significant challenges in managing the impacts of Covid-19, climate change and population growth whilst achieving efficiencies in public spending and supporting the aspirations of local people and businesses. However, with most challenges there are also opportunities; to encourage walking and cycling; and to develop new partnerships to deliver improvements.

Table 1: 10 Challenges and Opportunities for walking and cycling in Warwickshire

Challenge 1: Safety – perceptions of safety and actual risk
Opportunities: <ul style="list-style-type: none"> • to provide safer infrastructure for walking and cycling, including separate facilities wherever possible • to continue to invest in a casualty reduction programme • to support targeted investment in maintenance of paths and cycle tracks • to extend the reach of Warwickshire’s Safe and Active Travel programme to more schools, workplaces and communities • to support education and training for pedestrians, cyclists and drivers • to work with Police on addressing concerns about personal safety
Challenge 2: Climate Change and Air Quality
Opportunities: <ul style="list-style-type: none"> • to invest in walking and cycling infrastructure and promote walking and cycling as low carbon alternatives to single-occupancy car journeys • 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: COVID-19 and the impacts on health, travel and economy
Opportunities: <ul style="list-style-type: none"> • to continue the increase in local walking journeys (for utility journeys and leisure trips) • to maintain interest in cycling, particularly less confident riders and people who have recently bought cycles • to sustain the reduction in travel demand due to working from home (whilst maintaining a healthy lifestyle) • to promote short journeys to local/ independent retailers and food/ beverage businesses • to develop packages of walking and cycling activities as part of ‘staycations’ and sustainable tourism
Challenge 4: Population growth (including increases in older and school age populations) and associated pressures on highways and local services
Opportunities: <ul style="list-style-type: none"> • to seek developer funding for high quality walking and cycling infrastructure and wider transport improvements • to expand cycle training and road safety programmes in schools and community settings • to support more accessible and inclusive walking and cycling facilities

Challenge 5: Health and wellbeing – particularly physical inactivity, obesity and mental health**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 and public health commissioned services, such as Fitter Futures Warwickshire, to promote walking and cycling activities including cycle training and exercise on prescription. Such programmes can help those with long term conditions to manage their health.

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

- to improve access by foot and by cycle 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 cycles on rural bus services

Challenge 7: Historic towns and spaces – constraints on highway space and tension between design standards and historic environments**Opportunities:**

- to reduce motor traffic and on-street parking and reallocate this road space to walking and cycling and essential vehicle access (including deliveries and disabled parking)
- to reduce noise and pollution through investment in sustainable travel modes and low emission vehicles
- to trial innovative approaches to design solutions

Challenge 8: Connecting communities to jobs and services – in an equitable way that helps 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 work with employers and schools to provide active travel facilities and training
- to promote electrically assisted pedal cycles, making cycling more accessible to a range of users and facilitating longer journeys
- to support rural tourism by improving trails for walking, cycling and horse riding
- to provide safe and attractive passenger waiting facilities and cycle parking for public transport
- to integrate active travel with wider approaches to levelling up communities

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

Opportunities:

- to work with partners to mitigate impacts of infrastructure projects on existing paths and streets
- to 'future-proof' developments by integrating high quality walking and cycling infrastructure within the development and providing safe and sustainable access to amenities in the wider community

Challenge 10: Lack of funding and cost of living

Opportunities:

- to recognise the value for money and wide range of benefits (health, social, environmental, economic) of walking and cycling projects
- to seek efficiencies through partnership working, prioritisation, phasing and prudent management
- to maintain a pipeline of schemes, in preparation for new funding opportunities
- to seek developer funding for high quality walking and cycling infrastructure and wider transport improvements
- to develop cycle loan and hire schemes and community activities that provide low cost access to cycles and supported training and rides





4. Local aspirations

Recent engagement with local communities has shown a clear appetite for accelerating projects to mitigate climate change, and a strong desire to improve facilities to enable more walking and cycling. This is reflected in the seven areas of focus in the 2022-2027 Council Plan:

- Create vibrant places with safe and inclusive communities
- Deliver major infrastructure, digital connectivity, improved transport options
- Promote inclusive, sustainable economic growth
- Tackle climate change, promote biodiversity and deliver on Net Zero
- Deliver our Child Friendly Warwickshire strategy
- Through education, improve life opportunities for children, young people and those with special educational needs and disabilities
- Support people to live healthy, happy, and independent lives

A residents' panel was set up in 2022 to give people an opportunity to share their views on a variety of subjects. Surveys for the 'Voice of Warwickshire' have included Levelling Up, climate change and the Council website. The [County Council's Child Friendly Warwickshire \(CFW\) programme](#) undertook a wide-ranging survey between February and March 2021. With feedback from more than 1,800 people aged between four and 17-years-old, responses showed that children and young people aspired to a green county with more parks and open spaces. The three top changes requested were; more parks; more fun things to do, especially for older children; and safer traffic.

Consultation in 2021 on key themes for Warwickshire's new Local Transport Plan demonstrated high levels of support for investing in walking and cycling infrastructure and improved public transport provision.

Specific engagement on walking and cycling for this LCWIP took place between May and July 2021, inviting local people to have their say on infrastructure improvements. Over 2,000 responses to an interactive map on the 'Commonplace' online platform showed the scale of support and scope of work required in providing better facilities to encourage more walking and cycling in Warwickshire.

Table 2: Results from LCWIP Commonplace survey, 2021

Problems and issues (Top 5)	Suggested improvements (Top 5)
1. No dedicated cycling route	1. Provide a shared footway/ cycleway
2. Cycle route needs improving	2. Create more space for cycling
3. Traffic volume or behaviour	3. Create more space for pedestrians
4. Insufficient space for all users	4. Provide a safe crossing point
5. Poor surface	5. Improve on-road facilities for cycling

Information from the interactive maps was used to develop the network proposals in the draft LCWIP and stimulate discussions with other stakeholders.

Detailed consultation on the draft LCWIP took place between June and August 2022 with face-to-face events around the county (100 participants), meetings with key stakeholders, an online survey (1,031 responses) and emailed submissions (75). Over 90% of online respondents were residents of

Warwickshire. The feedback demonstrated a high level of agreement with the draft LCWIP, its aims and proposals, and provided detailed feedback on the infrastructure plans. All of the comments (from events, online survey responses and emailed submissions) were reviewed in order to update the LCWIP. The majority of respondents stated that they would walk and/or cycle more should the routes be delivered as outlined in the plans, highlighting the potential impact of the LCWIP.

The 2021 Commonplace survey and 2022 LCWIP consultation responses are described in more detail in Part 2. A separate consultation report is also available.

5. Types of walking and cycling infrastructure

While investment in high profile dedicated cycling infrastructure on key corridors is likely to have the biggest impact in terms of increasing cycling levels, there are also opportunities for other infrastructure improvements to make cycling easier, safer and more convenient, such as providing secure cycle parking, permitting contra-flow cycling on one-way streets, improving specific junctions, installing crossings, removing barriers and introducing 20mph limits in town centres and residential areas.

Similarly for walking and wheeling, public realm investments in 'Active Travel Zones' or town centres will benefit the greatest number of people. However targeted investment in new crossings and footway connections to access local services (particularly schools and community hubs) are also important, as are very localised improvements such as dropped kerbs, ramps, tactile surfaces, removal of barriers, seating and improved lighting. Small changes can make a substantial difference to route choices for more vulnerable pedestrians such as the young, elderly and people with disabilities.

The management of car parking, rebalancing of highway space and reduction in motor traffic contribute to safer environments for walking and cycling. Projects such as 'School Streets' prioritise the most vulnerable users by limiting motor vehicle access and parking around school entrances, thereby providing safer and more attractive spaces for walking, wheeling and cycling. In rural areas, measures to reduce speed and manage traffic and create 'Quiet Lanes' can benefit pedestrians and cyclists as well as horse-riders.

Whilst it is not practical to design every walking and cycling route at the network planning stage, it is useful to identify the type of infrastructure that is desirable in order to develop cost estimates and assist in the feasibility and prioritisation process.

The type of infrastructure on each route will vary according to criteria such as traffic speeds and levels of use, as well as physical constraints (this being particularly relevant in Warwickshire's historic streets). Many of the potential routes and Active Travel Zones identified in this LCWIP will benefit from a package of different types of infrastructure, including measures to manage motor vehicles (for example speed limits, access restrictions and parking restrictions) as well as measures to support more walking and cycling (for example crossings, wider paths and cycle parking).

Before gathering evidence and setting out proposals to upgrade existing infrastructure and provide new infrastructure, it is therefore helpful to identify the types of infrastructure that contribute to a safe and attractive environment for walking, wheeling and cycling. There are already many examples within Warwickshire and the wider West Midlands.

Pavements and paths

This includes footways alongside roads, permissive paths and public footpaths



Resurfaced footway with tactile paving, Atherstone



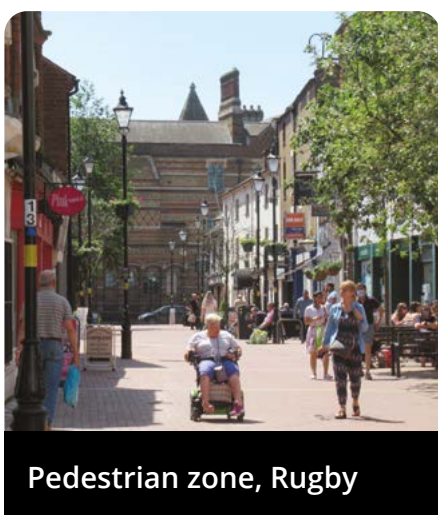
Continuous footway across side road, Warwick



Permissive path, Baginton

Pedestrian zones and public spaces

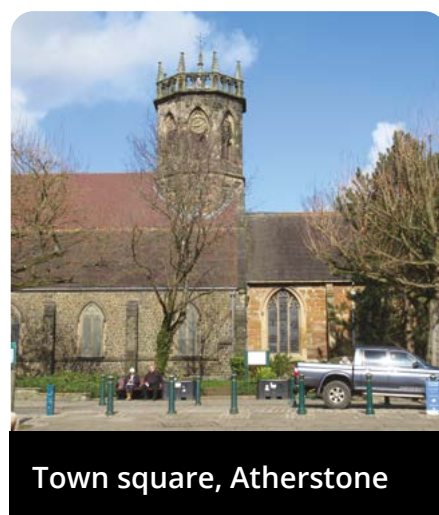
From shopping streets to town squares



Pedestrian zone, Rugby



Pedestrian zone, Stratford



Town square, Atherstone

Quiet mixed traffic streets and lanes

Low traffic streets include quiet lanes and urban back streets as well as roads with road closures and modal filters/ cycle exemptions.



No through road to motor traffic, Stratford



No through road to motor traffic, Warwick



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

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



20 mph residential area, Rugby



20mph retail area, Rugby



Horizontal traffic calming (give-way), Rugby



Horizontal traffic calming (give-way with cycle bypass), Coventry



Horizontal traffic calming (give-way with cycle bypasses), Baginton



Vertical traffic calming (speed cushions), Baginton

Slower speed limits in villages are highlighted using gateway signs.



Village entry point, Lighthorne



Village exit point, Moreton Morrell

Traffic speeds can also be influenced by changes in road geometry and surfacing.



Buff contrast surfacing, Warwick



Historic cobbled street, Atherstone



Mixed surfacing materials and narrow roads in new residential area, Stratford

School areas are highlighted through signs, markings and parking restrictions



Pedestrian zone, Rugby



Pedestrian zone, Stratford



Rugby

Space for cycling within highways:

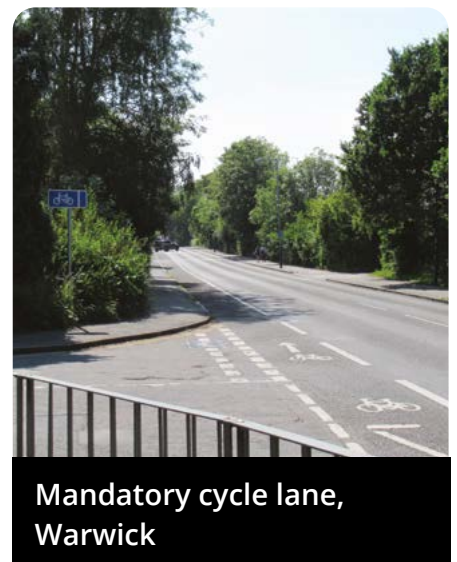
bus/ cycle lanes, advanced stop lines and cycle lanes (mandatory, advisory and contraflow)



Bus and cycle lane, Rugby



Advanced stop line for cyclists, Leamington



Mandatory cycle lane, Warwick



Advisory cycle lane,
Leamington



Contraflow cycle lane,
Stratford



Light segregated two-way
cycle lanes, Birmingham

Motor traffic free routes for walking and cycling

These include cycle tracks, bridleways, byways and towpaths. Some routes in rural areas are also shared with horse-riders.

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



Kerb segregated cycle
track, Warwick



White line segregated
cycle track alongside road,
Warwick



White line segregated cycle
track through open space,
Warwick



Raised white line
segregated cycle track
with tactile surfacing,
Leamington



Kerb segregated two-way
cycle track alongside road,
Birmingham

Shared use routes may be found alongside roads, rivers and canals, and through open spaces. These include Warwickshire Country Park Greenway routes in Kenilworth, Stratford and Offchurch which follow disused railway corridors.



Shared use footway and cycle track, Leamington



Shared use footway and cycle track, Rugby

School areas are highlighted through signs, markings and parking restrictions



Shared use path, Warwick



Shared use path, Kenilworth



Towpath, Rugby

Crossings, footbridges and underpasses

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



Raised crossing point, Warwick



Central refuge, Rugby



Raised crossing point with refuge, Warwick

... to signal-controlled crossings (stand alone and at junctions) including Puffin crossings (pedestrians), Toucan crossings (pedestrians and cyclists) and Pegasus crossings (pedestrians, cyclists and horse-riders).



Zebra crossing, Kenilworth



Parallel crossing, Solihull



Staggered Toucan crossing with kerbs rather than guard rail, Rugby



Puffin crossing, Leamington



Toucan crossing



Pegasus crossing, Rugby

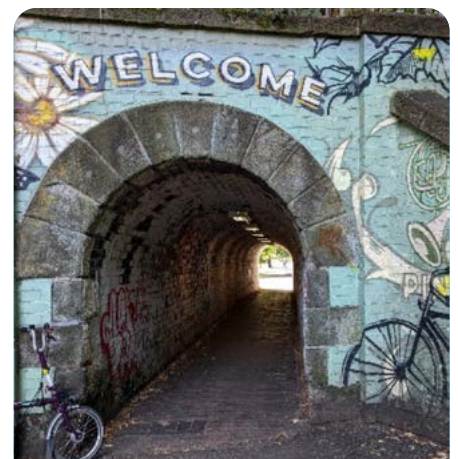
Busier roads, canals, rivers and railways require crossings via foot and cycle bridges or underpasses



Foot and cycle bridge over Gog Brook, Warwick



Foot and cycle bridge over railway, Kenilworth



Pedestrian and cycle underpass, Nuneaton

Cycle parking

Good cycle parking should provide a fixed structure to support and secure the bicycle and be convenient for journey destinations. Long stay parking should be covered and secure.



Sheffield stands, Stratford



Sheffield stands, Rugby



Sheffield stands, Leamington



Sheffield stands and shelter, Leamington



Two-tier covered cycle parking, Leamington



Two-tier covered cycle parking, Stratford

Wayfinding



Pedestrian fingerposts, Leamington





6. Design guidance and assessment techniques

The overarching design principles (relevant to walking facilities as well as cycle routes) were set out in the Department for Transport's [LCWIP Technical Guidance](#) in 2017 and restated in the Local Transport Note in 2020 (Cycle Infrastructure Design LTN1/20). All new infrastructure should therefore be designed in accordance with the five core principles: **coherent, direct, safe, comfortable and attractive**.

One of the most significant barriers to walking, wheeling and cycling is the perception of risk; with many people deterred from cycling due to fears about mixing with traffic; or discouraged from walking because of concerns about crossing busy roads. This was clearly shown in local feedback on the Warwickshire LCWIP.

Latest design guidelines, such as LTN1/20, focus on separation of different road users – where cycles are treated as vehicles and not as pedestrians, and cyclists are physically separated from pedestrians on urban streets, as well as being protected from high volume motor traffic.

Accessibility and inclusiveness are also critical, and infrastructure should be planned and designed for people of all ages and abilities.

Warwickshire County Council will use relevant assessment and audit tools (including those listed below) to review existing and planned facilities, and where feasible will apply latest design guidelines (including LTN1/20) on all new highways projects:

Assessment and audit tools

- [Route Selection Tool](#), DfT, April 2017
- [Walking Route Audit Tool](#), DfT, April 2017
- [Walking, Cycling and Horse-Riding Assessment and Review](#) (WCHAR), DMRB GG142, November 2019
- [Road Safety Audit](#), DMRB GG119, Revision 2, January 2020
- Cycling Level of Service, in [LTN 1/20](#) July 2020
- [Healthy Streets Design Check England](#), DfT September 2021
- [Active Mode Appraisal Toolkit](#), DfT May 2022
- [Health Equity Assessment Tool \(HEAT\)](#), Public Health England (used as part of adopting a [Health in All Policies](#) approach)
- [Propensity to Cycle Tool](#) (PCT)
- [Cycling Infrastructure Prioritisation Toolkit](#) (CyIPT)
- [Equality Impact Assessment](#), Warwickshire County Council
- Cycle Audit, Warwickshire County Council

Design standards and guidance

- **A Guide to Inclusive Cycling**, Wheels for Wellbeing, Edition 4, December 2020
- Cycle Infrastructure Design **Local Transport Note 1/20**, Department for Transport, July 2020
- **Designing for Cycle Traffic**, DMRB CD 195 Revision 1.0.1, March 2021
- **Designing for walking, cycling and horse-riding**.0.1, DMRB CD 143 Revision 2.0.1, March 2021
- **Guidance on the use of tactile paving surfaces**, DfT, 2007
- **Highway Construction Details** (700 Series) Volume 1: General Details, Volume 2: Cycleways, Warwickshire County Council, Issue 1 Feb 2021
- **Inclusive Mobility** – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, DfT, 2005
- **Manual for Streets** 1: DfT, 2007 and 2: CIHT, September 2010
- **The Traffic Signs Regulations and General Directions** (TSRGD), 2016 – statutory instrument including schedules for road signs and markings (regulatory and advisory)
- **National Design Guide**, MHCLG, January 2021, **National Model Design Code**, MHCLG, January 2021
- **Warwickshire Design Guide**, Warwickshire County Council, January 2022

Active Travel England was established in 2022 as an executive agency of the Department for Transport. Its purpose is to raise the design standards of active travel infrastructure, hold local authorities to account for their investments in active travel, provide advice on how to improve walking, wheeling and cycling provision, and increase the skills and capacity in local authorities to deliver active travel schemes. Further design and assessment tools are expected to be provided by Active Travel England.



7. Policy Framework

The Warwickshire LCWIP responds to a number of national and regional strategies and supports delivery of policies and actions within county, district and parish plans.

Warwickshire is within the **Midlands Engine** and **Midlands Connect** sub-regional area, is a non-constituent authority of the **West Midlands Combined Authority** and works closely with Coventry on a number of initiatives, including the **Coventry and Warwickshire Growth Hub**. Labour market areas also extend across other administrative boundaries including the **travel to work areas** for Birmingham, Coventry, Leicester, Northampton, Banbury, Oxford and Evesham.

Cycling and Walking Investment Strategy

The Infrastructure Act, 2015, introduced a duty on the Secretary of State for Transport to progress a Cycling and Walking Investment Strategy (CWIS) in England. **CWIS** was published in 2017, a **progress report** followed in 2020 and a **Second Cycling and Walking Investment Strategy** was published in 2022. CWIS sets out the Government's ambition for cycling and walking in England ('to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey') and identifies some of the resources needed to deliver this ambition. It was accompanied by **LCWIP technical guidance** for local authorities.

CWIS2 included a revised set of 4 objectives:

- to increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 2019 to 46% in 2025.
- to increase walking activity, to 365 stages per person per year in 2025.
- to increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.
- to double cycling (measured in cycle stages), from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.

Beyond 2025, there are further objectives:

- to increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035.
- to deliver a world-class cycling and walking network in England by 2040.

Active Travel England is now leading on progressing CWIS2 as well as following up on the commitments in Gear Change and implementing the LTN1/20 design guidance.

Gear Change

In 2020, the Government set out a new vision for cycling and walking in **Gear Change**. This responded to the growing demand for walking and cycling during the COVID-19 pandemic and built on CWIS by setting an expectation for increased investment in active travel and higher design standards, to be overseen by a new national body, Active Travel England. **Local Transport Note 1/20 Cycle Infrastructure Design** was published by the Department for Transport alongside Gear Change.

A follow up report, **Gear Change - One Year On** was published in 2021. This described a year of achievement including additional investment through the Active Travel Fund, improved access to cycles through the Fix Your Bike voucher scheme, e-cargo bike grants and Big Bike Revival, and new infrastructure such as school streets and low traffic neighbourhoods.

The Highway Code

In 2022, the Department for Transport updated the Highway Code to give greater emphasis to the most vulnerable road users. It includes a new 'hierarchy of road users' which prioritises those road users most at risk in the event of a collision. At the top of the hierarchy are pedestrians, cyclists, horse riders and motorcyclists. Other amendments to the Highway Code include rules on people crossing the road at junctions, use of shared spaces, positioning in the road when cycling, and overtaking when driving or cycling.

Decarbonising Transport: A Better, Greener Britain

The Government published [Decarbonising Transport A Better, Greener Britain](#) in 2021 and the report restates the commitments to increasing walking and cycling set out in Gear Change and targets in the Cycling and Walking Investment Strategy. It has an ambition to, 'deliver a world class cycling and walking network in England by 2040'. This was followed in 2022 by the publication of a Local Authority Toolkit which provides advice to local authorities on the actions they can take to reduce transport carbon emissions. It includes guidance to help local authorities understand the benefits of active travel and how to promote it in local communities and guidance on how local authorities can develop LCWIPs, improve active travel infrastructure and promote behaviour change to enable active travel.

National Planning Policy Framework

At the heart of the [National Planning Policy Framework](#) (NPPF), revised in 2023, is a presumption in favour of sustainable development. In promoting sustainable transport, the NPPF explicitly states that planning policies should, 'provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)'.

Warwickshire's LCWIP will help to ensure that appropriate consideration is given to cycling and walking in all local planning and transport decisions, assisting in the process of securing new infrastructure through developer contributions and Community Infrastructure Levy.

National Highways Delivery Plan

The [Delivery Plan 2020-2025](#) sets out the second Road Investment Strategy (RIS2) for the Strategic Road Network which is managed by National Highways (rebranded from Highways England in 2021). The plan for the Midlands includes continuing work on 9 schemes and starting construction on 8 schemes. These include A46 Coventry Junctions (currently under construction). A third Road Investment Strategy (RIS3), for the period 2025 to 2030, is currently in development.

Midlands Connect Strategic Transport Plan

Published in 2022, the [Strategic Transport Plan for the Midlands](#) is guided by three challenges – of making the Midlands fairer, greener and stronger. It focuses on strategic road and rail improvements including A46 improvements between Stratford and Warwick.



Warwickshire Council Plan, and associated strategies

The **Warwickshire Council Plan 2022-2027** is an overarching strategy to deliver a vision of making Warwickshire, 'the best it can be, sustainable now and for future generations'. The three strategic priorities are: thriving economy and places, best lives and sustainable future.

The Director of Public Health has a statutory duty to provide an **annual report**. The **2022 Annual Report, 'Health and the high cost of living in Warwickshire'** includes recommendations to improve transport links for those living in areas with more rural isolation, deprivation and where rates of long-term conditions and access to transport links are poor.

The **Warwickshire Health and Wellbeing Strategy** 2021-2026 was approved in 2021, with three priorities for the next two years:

- Help our children and young people have the best start in life.
- Help people improve their mental health and wellbeing, particularly around prevention and early intervention in our communities.
- Reduce inequalities in health outcomes and the wider determinants of health.

The Health and Wellbeing Strategy uses data from the **Warwickshire Joint Strategic Needs Assessment** (JSNA), which has also been used to inform work on this LCWIP and thematic needs assessment reports. For example, the mental health needs assessment has chapters focused on wider determinants of health including the impact of greenspace, walking and cycling on mental health and wellbeing (particularly during Covid-19).

The **Voluntary and Community Sector Strategy** (2020-2025) defines how the Council will work with communities to deliver key outcomes in the Council Plan, and includes commitments to co-production in design and delivery of services and greater partnership working, including between the three tiers of local government. There are **220 Parish and Town Councils** in Warwickshire.

The **Creating Opportunities** in Warwickshire report (2024) follows on from the **countywide approach to Levelling Up** (2022) and describes progress to date on three Council initiatives: Levelling Up, Community Powered Warwickshire and Creating Opportunity. It identifies focus areas for future investment, including from the Social Fabric Fund.

The **Heritage and Culture Strategy** (2020-2025) has a vision that, 'by 2025 Warwickshire will have a thriving, innovative and creative heritage and culture sector working collaboratively to develop and deliver a rich, high quality, accessible heritage and acultural offer for all who live, work and visit Warwickshire'. Tourism activities generate over £1 billion for the Warwickshire economy and support over 20,000 jobs. This was boosted by recent Coventry City of Culture and Commonwealth Games events.

Aligned to the Heritage and Culture Strategy (and its three main themes of health and wellbeing, sense of place and economic vibrancy) is the **Warwickshire Waterways Strategy** (2020-2025) which includes aims to promote the waterways as sustainable transport routes for walking and cycling. A Warwickshire Towpaths Transport Strategy was produced by consultants TTC in 2023 to inform the delivery of the Waterways Strategy. This included mini audits of sections of canal towpath, identification of improvements and assessment of priorities.

A **Strategic Economic Plan** for Warwickshire is under development and includes three pillars: Ambitious Growth, Inclusive Growth and Sustainable Growth. Views were sought in July 2023. A new Growth Plan for Tourism was commissioned in 2022 and this sets out a longer-term vision, opportunities and priorities for development and marketing to realise the potential of Warwickshire's visitor economy between 2023 and 2028. Full details of the Growth Plan for

Tourism will be published following completion of the wider Economic Strategy.

The **Warwickshire Future Places Route map** is facilitated by the Institute of Place Management and started in 2021. It brings together agencies responsible for the management, development, and marketing of towns into a county-wide programme, to identify the challenges and opportunities for Warwickshire's towns and high streets, and to assess what stakeholders and partnerships need to focus on to survive and thrive over the next 15 years. Work is underway to investigate the vitality and viability of specific towns within Warwickshire.

The **Warwickshire Children and Young People Strategy 2021 – 2030** was published in 2021 and establishes how Warwickshire County Council will work with parents, carers, children, young people, communities and other agencies to create a child friendly county. It includes five outcomes (be healthy, be safe, be happy, be skilled and be heard) and fourteen priorities to help achieve these outcomes.

Warwickshire Local Transport Plan

The **Warwickshire Local Transport Plan** (LTP4) was adopted in 2023. It comprises a core strategy and six key strategies on Active Travel, Public Transport, Motor Vehicles, Managing Space, Safer Travel and Freight. It sets out a Transport Hierarchy with Active Travel first, followed by Public Transport and Private Vehicles. LTP4 is intended to provide travel options that will reduce reliance on private car usage and increase take-up of active travel and public transport and encourage a switch to electric vehicles. Further detail on individual transport interventions will be published in annual action plans and monitoring plans - providing the link from strategy and policy into action on the ground.

Although this LCWIP, and a new **Rights of Way Improvement Plan**, will be published separately, they form part of the implementation of policies set out in the LTP Active Travel Strategy. The previous Local Transport Plan incorporated the Warwickshire Rights of Way Improvement Plan (ROWIP), setting out policies and actions on managing and improving the Rights of Way network.

All 1,750 miles of Public Rights of Way in Warwickshire are available for people on foot. In 2008, approximately 17% of this network was accessible for cyclists and horse-riders (comprising bridleways, restricted byways and byways open to all traffic). There is a strong association between the ROWIP and the LCWIP, with common ground in providing better access and facilities for walking and cycling. However, the LCWIP is a non-statutory document that has a greater focus on urban areas and highways, whilst the ROWIP is a statutory document covering all Public Rights of Way, as set out in the definitive map and statement. A public survey on the Warwickshire ROWIP and an update of the ROWIP are scheduled for 2024.

The **Warwickshire Rail Strategy** (2019-2034) was published in 2020 and supports the delivery of improved rail services and facilities, including sustainable station access. As part of the LTP review and in line with the Government's latest bus strategy, '**Bus Back Better**', the **Warwickshire Bus Service Improvement Plan** was published in October 2021. This includes proposals for bus reliability improvements such as bus priority as well as better passenger information and facilities.

Sustainable Futures Strategy

The **Sustainable Futures Strategy** was approved in November 2023 and becomes the Council's framework to work with various partners to mitigate climate change and



work towards fulfilling the county's net zero commitments. Consultation, focus groups and expert panels during 2022 and 2023 helped to review the Strategy's five key delivery themes; Transport; Built Environment and Energy; Resources, Waste and Material Recirculation; Sustainable Communities and Green Economy; Natural Capital and Biodiversity.

The strategy includes an ambition for 'surface transport across the county to have zero-carbon and minimal air quality emissions' to be achieved 'by increasing the use of sustainable modes of transport, with residents having access to zero-carbon transport options, as well as encouraging active travel.' The LCWIP will help deliver this by providing a plan for the delivery of a network of active travel routes which reduce reliance on motorised vehicles.

Healthy Travel Choices Warwickshire

The importance of providing safe and attractive walking and cycling infrastructure to enable healthy lifestyles and improve public health is recognised in Warwickshire Public Health evidence-based document: [Healthy Travel Choices Warwickshire \(2016\)](#).

Warwickshire Road Safety Strategy to 2030

The Warwickshire Road Safety Partnership brings together the County Council, Warwickshire Fire and Rescue Service, Warwickshire Police, Warwickshire Police and Crime Commissioner and National Highways (previously Highways England). In 2022, the Partnership published [Strategy to 2030](#) which sets out the vision for Warwickshire Road Safety Partnership (WRSP), 'using an evidence based Safe System approach, we will strive to eliminate fatal and serious casualties, thereby creating a safe road environment which will encourage active and sustainable travel'. The Strategy includes performance indicators and outcome measures for safe road users, safe roads, safe vehicles and safe speeds.

Local Plans within Warwickshire

The County Council is the local highway authority but most statutory planning functions, including production of local plans and management of development, are undertaken by the five district councils. Each Local Plan identifies future growth areas for housing and employment. This information has been used to identify changes in demand for travel and opportunities for improved walking and cycling connections (see Part 2).

Table 3: Extracts from key walking and cycling policies in Local Plans.

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

Work is underway on a South Warwickshire Local Plan (covering Stratford and Warwick districts). This presents new opportunities in relation to active travel policies and connectivity. The Local Plan is supported by data gathering to identify demand for housing and employment and to review accessibility to key services within settlements.

Many of Warwickshire's Town and Parish Councils have produced, or are preparing, Neighbourhood Plans. These plans, and associated community consultations, have also been used to help identify proposals for local walking and cycling infrastructure.

Local Cycling and Walking Infrastructure Plans near Warwickshire

Between 2017 and 2019, various local authorities received funding for **DfT technical support** to develop their LCWIP. This included most of Warwickshire's neighbouring authorities: **Staffordshire**, **Leicestershire**, **Northamptonshire**, **Oxfordshire** and **Gloucestershire**. Transport for West Midlands produced a high level **LCWIP for the West Midlands** Combined Authority area, whilst more detailed plans and progress reports are available for **Birmingham** and **Solihull**, and under development for Coventry. Warwickshire County Council will work in partnership with these areas to support the delivery of LCWIPs and co-ordinate the provision of cross-boundary cycling connections.



8. Methodology and scope

The **LCWIP technical guidance** for local authorities describes a six-stage process:

1. Determining scope
2. Gathering information
3. Network planning for cycling
4. Network planning for walking
5. Prioritising improvements
6. Integration and application

Warwickshire County Council has followed this approach and therefore each of these stages is incorporated into this LCWIP. Some of this work was also undertaken for the **Cycling Infrastructure Task and Finish Group Report**, 2018. The Task and Finish report included an interim list of costed and prioritised schemes which instigated an ambitious programme of capital investment in cycling improvements.

Since 2018, further work has been commissioned to gather evidence and plan the future cycling networks, including infrastructure reviews and audits by Sustrans, and cycling demand and scheme prioritisation work by Phil Jones Associates (PJA). Local stakeholders continue to provide valuable feedback, including cycle forums and cycle delivery groups for Nuneaton, Rugby, Stratford, Kenilworth and Warwick District areas. Detailed information for this LCWIP was also gathered from the wider public during 2021 and 2022, and this has ensured that the network plans and priorities reflect local views.

Part 2 of the Warwickshire LCWIP includes more detail on the information gathering and network planning (LCWIP Technical Guidance Stages 2, 3 and 4) for specific areas of the county.

Part 3 considers integration of the Warwickshire LCWIP with other policies and programmes, prioritisation and activation of infrastructure schemes, and evaluation of these (LCWIP Technical Guidance Stages 5 and 6).

Geographical coverage

The spatial coverage of Warwickshire's LCWIP is countywide, particularly in terms of the wider recreational opportunities, but focussed on specific sub-areas for active travel networks (these areas having the greatest potential for short journeys on foot or by cycle). LCWIP Technical Guidance states that cycling has potential to replace trips made by other modes up to 10km. However, the increasing use of e-bikes could help to extend this distance. This LCWIP also assumes that acceptable distances for walking for most local journeys would be about 2km.

It is assumed that there is greater propensity for active travel journeys within the most compact, urban areas of the county and this is reflected in the density of networks proposed in Part 2 of the Warwickshire LCWIP. Comments from the online LCWIP engagement in 2021 were concentrated in urban areas and the 2021 Census identified that many commuting trips are very short.

However, the LCWIP consultation in 2022 also showed strong support for improvements to rural routes and greenways, particularly in areas where these link up villages and/or provide the

only alternative to fast, busy roads. Therefore Part 2 of the Warwickshire LCWIP also includes proposals for inter-urban and cross-county routes. Many of these routes could be multi-use (suitable for walking, wheeling, cycling and horse riding) and can provide a combined role in connecting communities and opening up opportunities for rural tourism.

The Warwickshire LCWIP also proposes connections, just beyond the county boundary, to larger conurbations and towns such as Birmingham, Coventry, Tamworth, Hinckley and Redditch. The City of Coventry is surrounded by the County of Warwickshire to the north, east and south, and is a major generator of trips for Warwickshire residents. Nearly 16,000 people commute between Coventry and Nuneaton and Bedworth each day, and major employment sites at Whitley and University of Warwick straddle the Coventry City and Warwick District boundaries. Although the delivery of Warwickshire schemes does not usually extend beyond the county boundaries, consideration is given to local connections with existing and emerging active travel networks in neighbouring authorities which form part of short trips within the wider travel to work areas.

Governance

Warwickshire has an existing Cycle Schemes Programme with a Programme Board of officers who meet bimonthly to review scheme progress including issues, cost estimates and funding. The Board was set up to provide senior level oversight and decision making to support the delivery of schemes prioritised by the 2018 Task and Finish Group.

A representative Member working group was also established in 2018. This Cycling Liaison Group meets every 3 months and reviews the development of the LCWIP and the delivery of the programme of cycle infrastructure improvements, considers the broader promotion of Warwickshire's cycling offer and champions the expansion of cycling as a sustainable and active form of travel and leisure.

In future, the Board and Liaison Group could oversee walking, wheeling and cycling schemes, including those identified within Warwickshire's Local Cycling and Walking Infrastructure Plan. Schemes will continue to be developed in association with a range of partners, including the district and borough councils, town and parish councils, cycle forums and other user groups, businesses and community interest groups.

In addition to the Cycle Schemes Programme Board and Members Cycling Liaison Group, the [Warwickshire, Solihull and Coventry Local Access Forum](#) provides advice and feedback on access to the countryside and public rights of way (rural and urban). The Forum is administered by Warwickshire County Council. Members include officers, landowners and representatives from local and national interest groups.

